



Section 3.0

PROJECT DESCRIPTION



3.0 PROJECT DESCRIPTION

This section of the EIR describes the goals and objectives of the proposed project, its specific characteristics, project phasing and construction, and the discretionary actions required in conjunction with project approval by the City and other agencies.

3.1 PROJECT GOALS AND OBJECTIVES

The primary goals and objectives of the project are to:

- Develop a mixed-use village consistent with the goals of the General Plan.
- Develop a mixed-use project to serve the community that is consistent with the goals of the Community Plan.
- Provide additional housing types and employment opportunities within the Carmel Valley community.
- Provide a mix of land uses within close proximity to major roads and regional freeways and existing community amenities, such as libraries, schools, recreational facilities, parks, and shopping centers.
- Provide the community with a place for public gathering and social interaction, reinforcing the sense of community.
- Promote sustainable development principles and smart growth by providing a mix of employment, housing, dining, and shopping within the same development.

3.2 PROJECT CHARACTERISTICS AND COMPONENTS

The baseline for environmental analysis in this EIR is the graded vacant project site in its current condition, as of the date of issuance of the NOP (May 25, 2010).¹

The project entails the phased construction of a mixed-use development encompassing a maximum of 1,857,440 gross square feet (sf) consisting of approximately 270,000 gross sf of commercial retail (all 270,000 sf comprises the gross leasable area [gla]), approximately 557,440 gross sf of commercial office (536,000 sf gla), approximately 100,000 gross sf consisting of a 150-room hotel, and approximately 930,000 gross sf consisting of a maximum of 608 multi-family residential units. It would provide a total of 413,000 sf (9.48 acres) of total open space, of which 331,000 sf would be considered usable open space. The project also would include internal roadways, landscaping, hardscape treatments, utility improvements, and parking facilities to support these uses. A total of 4,089 parking spaces would be provided throughout the site in subsurface garages, one above-ground parking structure, and small surface lots. Figure 3-1, *Site Plan*, illustrates the conceptual site plan of the proposed project.

¹ As discussed in Section 2.0, *Environmental Setting*, there were prior entitlements issued for a portion of the project site, which have expired.

3.2.1 Blocks

For the purposes of phasing, the project has been divided into five blocks surrounding a central Main Street. These blocks are identified as Blocks A through E on Figure 3-1. Blocks D and E would be constructed in Phase 1, Block A is anticipated to be constructed in Phase 2, and Blocks B and C are anticipated to be developed in Phase 3. Proposed land uses and project features in each Block are described below (in sequential order of anticipated construction phasing) and summarized in Table 3-1, *Development Summary*.

Main Street

The project would feature a Main Street that would function as the central organizing and unifying element of the development. Main Street would be lined with a vertically integrated mixture of uses and public spaces along a landscaped, pedestrian-friendly thoroughfare, or paseo. It would consist of a three-lane roadway including a central queuing lane and two travel lanes edged with curbs and gutters and wide sidewalks with street trees and lighting. Curb extensions, enhanced pavement and crosswalks would be provided at intersections with First, Second, and Third Avenues. Proposed internal roadways and pedestrian/bicycle paths would connect with Main Street.

Block D

Block D would be located in the southwest portion of the project site and would include a mixture of commercial uses and public spaces, including retail/restaurant uses, a cinema, a corporate office building, professional offices, a parking structure, and a central plaza. A total of approximately 61,190 sf (gla) of retail space would be provided in Block D comprised of ground-floor retail in a professional office building and a retail building along the western edge of the public plaza. An additional 50,000 sf (gla) of cinema use also would be provided in Block D.² A corporate office building would be located in the southern portion of the Block along El Camino Real totaling approximately 270,000 sf (gla). An additional 21,000 sf (gla) would be allocated for professional office uses along Main Street. Parking facilities in Block D would include a multi-level parking structure along the southwestern edge and an underground garage that would provide a total of approximately 1,230 spaces within Block D.

The civic plaza would be situated central to the overall project site at the northeastern corner of Block D. The plaza would be lined with retail uses and restaurants along its interior, while Main and Market Streets would form its outer boundaries. The plaza would function as the main gathering space within the project and could accommodate community events, markets, and holiday activities. It would feature landscaping, lawns, hardscape, and other amenities to serve residents, employees, and patrons of the project.

Block E

Block E would be located east of Block D and would include commercial office uses and parking. A corporate office building would be constructed along the El Camino Real frontage, at

² The cinema is anticipated to be constructed in Phase 3.



Source: Elkus/Manfredi Architects (2011)

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Site Plan

ONE PASEO

Figure 3-1

the corner of El Camino Real and Market Street. This building would include approximately 245,000 sf (gla) of office space within seven to eight levels above approximately 39,460 sf (gla) of ground-floor retail/restaurant space.

An underground parking garage would provide approximately 1,000 parking spaces within Block E. In addition, a drop-off/loading area would be provided directly off of El Camino Real, south of the office buildings to serve the two corporate office buildings and also connect to the parking structure in Block D.

Block A

Block A would be located in the northeastern portion of the project site bounded by First Avenue, Del Mar Heights Road, El Camino Real, and Market Street. This Block would include two commercial retail buildings along the eastern site boundary totaling approximately 65,610 sf (gla). These buildings would be accessible via Market Plaza and Main Street off of El Camino Real. A four-level residential building containing 194 units would be constructed on the north side of Market Plaza. Underground and surface parking would provide approximately 659 parking spaces within Block A. Other proposed features within Block A would include small plazas or paseos at the intersections of El Camino Real and Del Mar Heights Road, El Camino Real and Market Plaza, El Camino Real and Market Street, and First Avenue and Main Street; sidewalks and streetscapes along Market Plaza, Market Street, and the Del Mar Heights Road and El Camino Real frontages; and landscaping.

Block B

Block B would be located in the northern portion of the project site bounded by Del Mar Heights Road, First Avenue, Main Street, and Third Avenue and would extend along the entire length of Main Street. Block B would contain approximately 38,940 sf (gla) of street-level retail uses along the north side of the Main Street frontage. A 150-room boutique hotel would be located at the corner of Main Street and First Avenue would consist of up to five levels above a single story of street level retail. Four levels of residential development would be constructed above the street-level retail on the balance of this block, and an additional four-level residential building would be built with interior courtyards. A total of 181 units would be located within Block B. An underground parking garage would provide approximately 675 parking spaces that would be accessible from First Avenue and Market Plaza. Landscaping and streetscapes also would be installed around the perimeter of Block B.

It is possible that temporary facilities may be constructed in Block B during Phase 1, including a surface parking lot and a multi-purpose grass field. If warranted, it is anticipated that the temporary surface parking lot would be located on the west side of First Avenue and could accommodate up to approximately 83 spaces with landscaping. A temporary grass field also may be provided on the remainder of Block B to accommodate active recreation. If constructed, both of these temporary facilities would be removed upon construction of Phase 2.

Block C

Block C would be located in the western portion of the site, south of Del Mar Heights Road, east of High Bluff Drive, and west of the proposed Third Avenue. Block C would include primarily residential uses, with some retail/restaurant space and related open space areas. Two residential buildings would be constructed in Block C, including a four-level building along the northern edge, and a ten-level building to the southwest. These residential buildings would contain a total of 233 units, consisting of a combination of single-level flats and two-story townhomes. The residential buildings could include facilities such as landscaped courtyards and a swimming pool. A project gateway entry plaza would be constructed at the corner of High Bluff Drive and Del Mar Heights Road. The entry plaza would connect to a promenade extending through Block C and to a plaza at the corner of Main Street and Third Avenue. Approximately 14,800 sf (gla) of ground-floor neighborhood serving retail and restaurant space, ancillary to the residential uses, would be located at the eastern end of Block C adjacent to the residential plaza. An underground parking garage would provide approximately 525 spaces in Block C. Other proposed features within Block C would include pedestrian paths near the Del Mar Heights and High Bluff Drive frontages, a pedestrian path and stairway connecting to the adjacent commercial office development to the south, streetscape along Third Avenue, and landscaping.

Development Summary

Table 3-1 presents a summary of the proposed land uses within each Block and the anticipated development of these uses per phase and Block in terms of gla and number of hotel rooms and residential units. Table 3-2, *Gross Floor Area Summary*, summarizes the maximum gross floor area of the proposed project by use in terms of gross sf. These summaries are intended to represent the maximum development potential proposed by the project. The project proposes a maximum of 270,000 gross sf of commercial retail (all 270,000 sf comprises the gla), 557,440 gross sf of office (536,000 sf of gla), 100,000 gross sf consisting of a 150-room hotel, and 930,000 gross sf consisting of a maximum of 608 residential units. Because the project would be developed in phases driven by market conditions, densities of these uses may vary per phase, but the total area (gla and gross sf) or number of units of each use would not exceed the maximum area/units for that use. Uses within each Block would remain consistent with the descriptions above and the general locations illustrated in Figure 3-1. This would allow for some flexibility as the project is built out, while maintaining the maximum area/units of each use and the aggregate project total of no greater than 1,857,440 gross sf of proposed development.

3.2.2 Parking

The proposed project would provide a total of up to 4,089 parking spaces throughout the site upon buildout of the project. Parking facilities would include underground garages beneath the site, a multi-level, above ground parking structure, and some surface parking. Shared parking opportunities among all the proposed on-site uses except residential would be provided. Residents of the project would have reserved parking spaces, but all other uses would share parking spaces. Table 3-3, *Parking Summary*, summarizes proposed on-site parking per phase and Block.

As indicated in Section 3.2.1, a temporary surface parking lot may be provided on a portion of Block B as part of Phase 1 construction, if warranted. It is anticipated that this temporary parking lot would be located on the west side of First Avenue and could include up to approximately 83 parking spaces. Canopy trees may be planted throughout the parking lot, and hedges may be planted along the Del Mar Heights Road frontage. Enhanced paving also may be provided between the parking lot and the crosswalks at the intersection of First Avenue and Main Street.

**Table 3-1
DEVELOPMENT SUMMARY**

Table 3-1 DEVELOPMENT SUMMARY							
Phase/Block	Commercial Retail ¹ (sf)		Commercial Office ³ (sf)		Hotel (Rooms)	Residential (MF Units)	Total ³
	Retail	Cinema ²	Corporate Office	Professional Office ⁴			
Phase 1 (Start of Construction Anticipated in 2013)							
Block D	61,190	---	270,000	21,000	---	---	352,190
Block E	39,460	---	245,000	---	---	---	284,460
Phase 1 Total	100,650	---	515,000	21,000	---	---	636,650
Phase 2 (Start of Construction Anticipated in 2014)							
Block A	65,610	---	---	---	---	194	65,610 + 194 MF units
Phase 2 Total	65,610	---	---	---		194	65,610 + 194 MF units
Phase 3 (Start of Construction Anticipated in 2015)							
Block B	38,940	---	---	---	150	181	38,940 + 150 hotel rooms + 181 MF units
Block C	14,800	---	---	---		233	14,800 + 233 MF units
Block D	---	50,000	---	---	---		50,000
Phase 3 Total	53,740	50,000	---	---	---	414	103,740 + 418 MF units
Total ¹	220,000	50,000	515,000	21,000	150	608	806,000 + 150 hotel rooms + 608 MF units

MF = multi-family

¹ As it relates to retail, all areas are considered gross leasable because all retail space may be leasable.

² Cinema consists of up to 10 screens.

³ Gross Leasable Area (excludes parking structures in conformance with City of San Diego LDC Sections 113.0234 and 142.0560). Density transfers permitted in accordance with procedures described in the Precise Plan.

⁴ Professional Office (located on Main Street).

Table 3-2 GROSS FLOOR AREA SUMMARY¹						
Commercial Retail² (sf)		Commercial Office (sf)		Hotel (sf)	Residential (sf)	Total
Retail	Cinema³	Corporate Office	Professional Office⁴			
220,000	50,000	535,600	21,840	100,000	930,000	1,857,440

¹ Gross Floor Area calculations per Land Development Code.

² Gross square feet

³ Cinema of up to 10 screens.

⁴ Professional Office (located on Main Street).

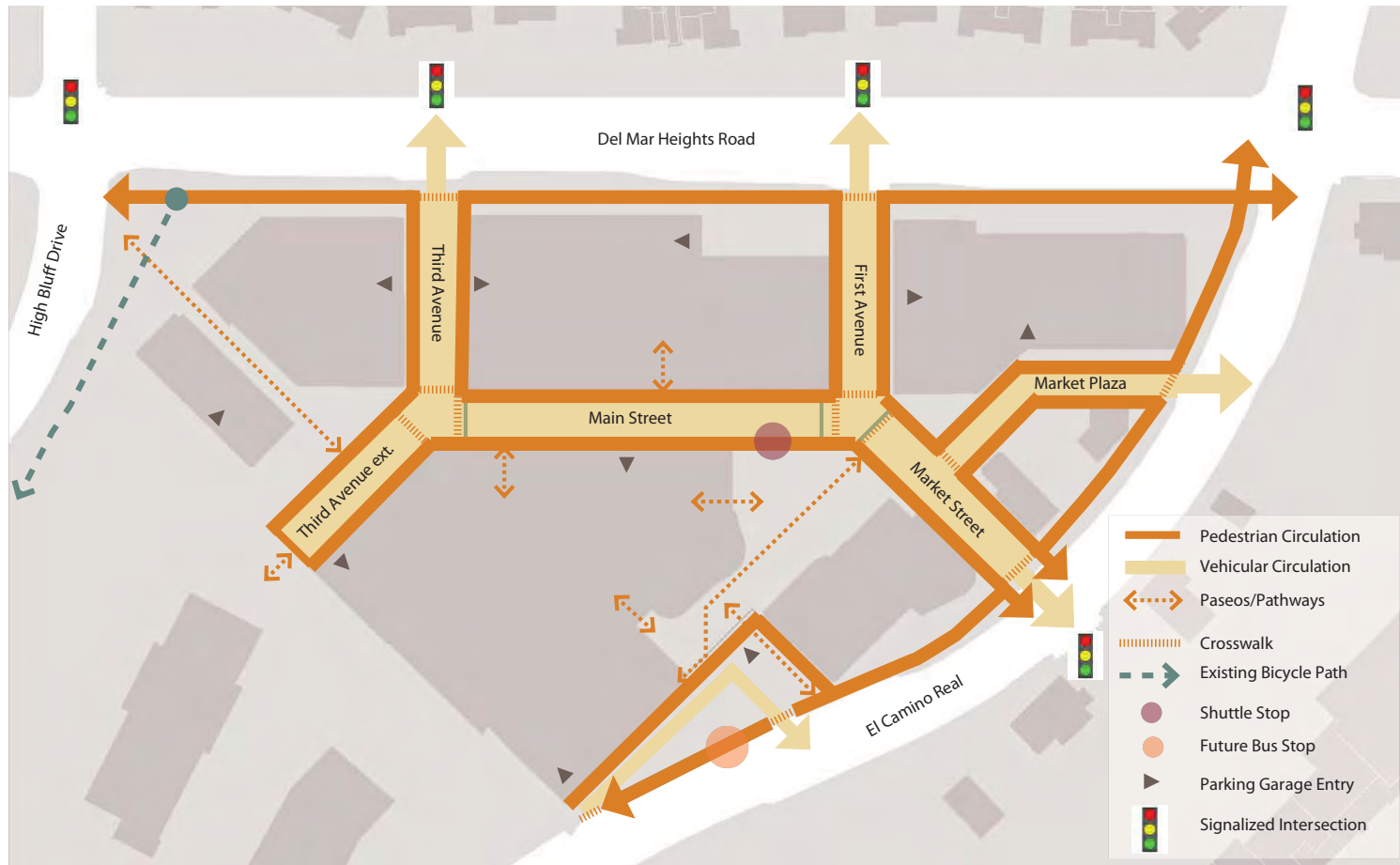
Table 3-3 PARKING SUMMARY	
Phase/Block	Number of Parking Spaces
Phase 1	
Block D	1,230
Block E	1,000
<i>Phase 1 Total</i>	<i>2,230</i>
Phase 2	
Block A	659
<i>Phase 2 Total</i>	<i>659</i>
Phase 3	
Block B	675
Block C	525
Block D	--
<i>Phase 3 Total</i>	<i>1,200</i>
Total	4,089

Source: Walker Parking Study 2011

3.2.3 Circulation/Access

Vehicular Circulation

Vehicular access to the project site would be provided from existing Del Mar Heights Road and El Camino Real (Figure 3-2, *Circulation Plan*). The project also proposes internal private drives, including First Avenue and Third Avenue that would extend from Del Mar Heights Road, and Market Street and Market Plaza that would extend from El Camino Real. These new access points would be identified with signage and streetscaping, and three (First Avenue, Third Avenue, and Market Street) would be signalized. In addition to the site access points discussed above, the drop-off/loading area with two new driveways leading to on-site parking structures would also be provided along El Camino Real.



Source: Elkus/Manfredi Architects (2012)

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Circulation Plan

ONE PASEO

Figure 3-2

Proposed internal roadways include First, Second, and Third Avenues, Main Street, Market Street, and Market Plaza, as described below. All internal streets would be private driveways (per the City of San Diego Street Design Manual).

Main Street

Main Street would be an east-west roadway that would function as the main access through the project site. It would consist of a 52-foot-wide paved roadway with one 13-foot-wide travel lane and one 8-foot-wide loading/parking lane in each direction. The roadway would be edged on both sides with curbs and gutters, along with approximately 20-foot-wide sidewalks that would include street trees and lighting. Enhanced pavement and crosswalks would be provided at intersections with First, Second, and Third Avenues.

Market Street

Market Street would extend from El Camino Real to serve as one of the project's entries and would connect to Main Street, Market Plaza, and First Avenue. It would include a 54-foot-wide paved roadway with two 11-foot-wide travel lanes in each direction, and a 10-foot-wide landscaped center median. Curbs and gutters would be provided on both sides of the paved roadway, along with 28-foot-wide sidewalks that would include street trees and lighting.

Market Plaza

Market Plaza would extend from El Camino Real and would connect to Market Street. It would provide access to the proposed retail uses on the south side of the roadway and parking garage in Block A. The roadway would consist of enhanced pavement at a width of 42 feet with two 13-foot-wide travel lanes (one in each direction) and an 8-foot-wide loading lane. Curbs and gutters would be provided on both sides of the paved roadway, along with approximately 20-foot-wide sidewalks that would include street trees and lighting.

First Avenue

First Avenue would extend southward from Del Mar Heights Road and would connect to Main Street and Market Street. From the connection with Del Mar Heights Road to the parking structure entrance into Block A, the First Avenue roadway would include a pavement width of 54 feet, with two 11-foot-wide travel lanes in each direction, and a 10-foot-wide landscaped center median. The roadway would be edged with curbs and gutters, and lined with 10 to 12-foot-wide sidewalks that would include street trees, and lighting. From south of the parking structure entrance to Main Street, the First Avenue pavement width would be 33 feet, with two 11-foot-wide southbound lanes and one 11-foot-wide northbound lane. The sidewalks would connect to the Main Street paseo.

Second Avenue

Second Avenue would extend southward from Main Street and connect with the parking structure in Block D. It would provide access to the Block D office buildings and aboveground

parking structure. Second Avenue would consist of a 26-foot-wide, two-lane roadway (one travel lane in each direction) with curbs, gutters, and sidewalks. The sidewalk on the west side of the roadway would be 25-feet wide, and the sidewalk on the east side would be 20-feet wide.

Third Avenue

Third Avenue would extend from Del Mar Heights Road and would connect to Main Street, providing access to proposed underground parking in Blocks B and C. From the connection with Del Mar Heights Road to the parking structure entrances in Blocks B and C, Third Avenue would include a pavement width of 66 feet, with two 13-foot-wide lanes on the west side of the street, and three 11-foot-wide lanes on the east side of the street. A 10-foot-wide landscaped center median would separate the traffic lanes. From south of the entrances into the parking structures down to Main Street, Third Avenue would include a pavement width of 42 feet, with two 11-foot-wide lanes on the west side of the street, and one 12-foot-wide lane on the east side. An eight-foot-wide landscaped median would separate the traffic lanes. The entire length of the roadway would be edged with curbs and gutters, as well as 15-foot-wide sidewalks that would include trees, and lighting lining both sides of the roadway. The 15-foot-wide sidewalks would connect to proposed Main Street paseo.

Pedestrian/Bicycle Circulation

Pedestrian circulation would be provided throughout the site by a network of paseos, sidewalks, pathways, plazas, and public spaces (refer to Figure 3-2). These pedestrian facilities would provide convenient connections between the proposed uses within the project site, and also would connect to existing sidewalks along Del Mar Heights Road and El Camino Real.

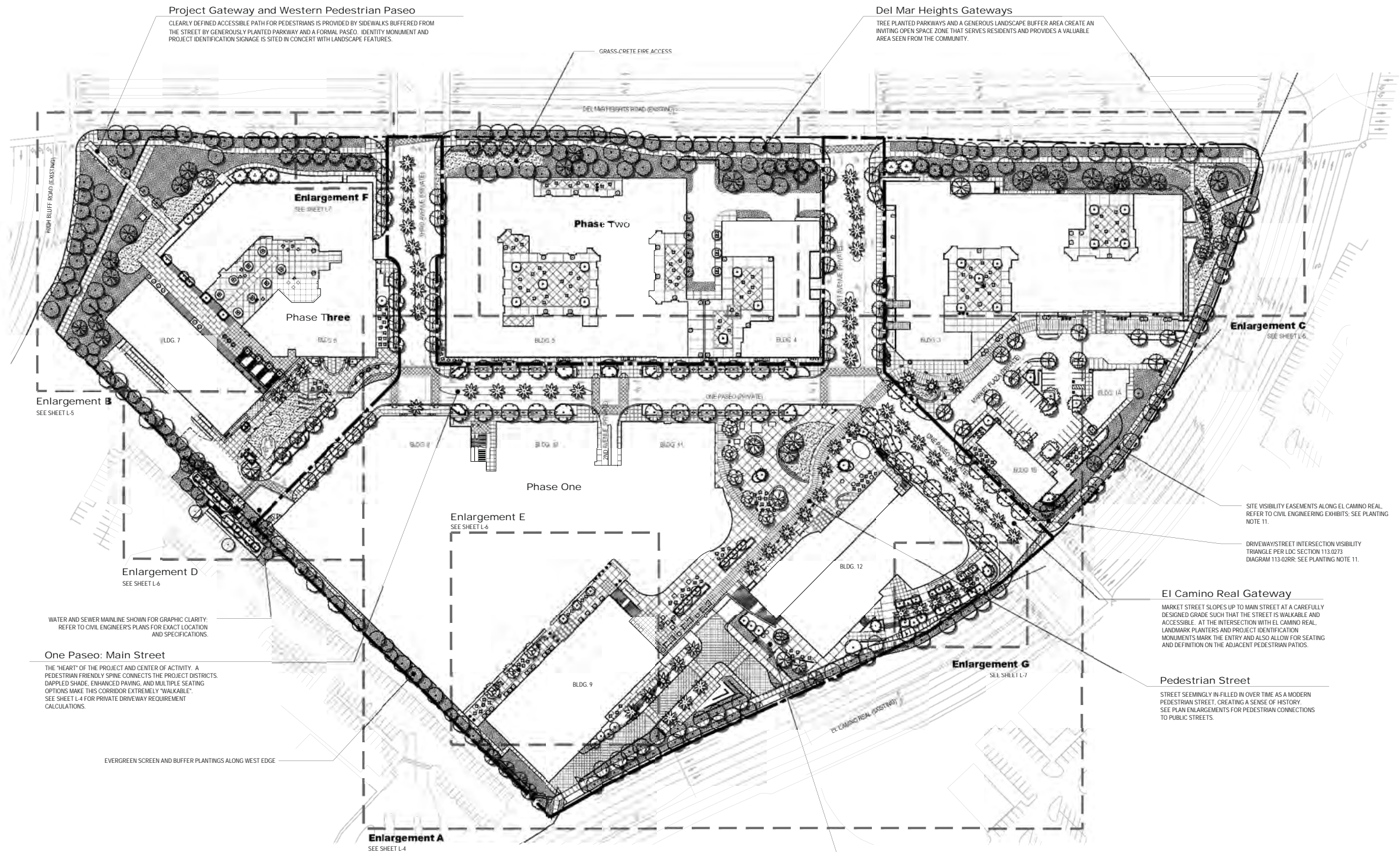
An internal bicycle route would be provided along Third Avenue, Main Street, First Avenue, and Market Street. This bicycle route would connect to existing Class II bicycle lanes along Del Mar Heights Road and El Camino Real. The proposed bicycle route would allow for connection to an existing paved trail that currently runs through the middle of the business park uses west of the project site. The project also would include on-site bicycle racks to support bicycle circulation.

3.2.4 Landscape and Hardscape Treatments

Landscaping would be provided throughout the project site, including along the proposed roadways, plazas, courtyards, pedestrian walkways, and the site perimeter. The conceptual landscape plan for the proposed project is shown in Figures 3-3a through 3-3g, *Conceptual Landscape Plan*. Each Block would be defined and unified through the use of landscaping, designed in accordance with City landscaping requirements.

Blocks D and E

In the project's large community plaza, canopy trees are proposed along Main Street and Market Street to provide a subtle edge and buffer to the streets. Accent trees and palms are proposed for the central plaza area, to provide shade and define the intended area for outdoor gathering and seating. Evergreen canopy trees and small flowering accent trees, along with a



Landscape Design Statement:

THE LANDSCAPE AND HARDSCAPE DESIGN PLAY A CRITICAL ROLE IN ESTABLISHING THE IDENTITY OF THE PROJECT AND VISUALLY DISTINGUISHING THE VARIOUS PLACES WITHIN THE PROJECT. WHEN LAYERED WITH ARCHITECTURE, LANDSCAPE ESTABLISHES THE UNIQUE CHARACTER OF THE OUTDOOR SPACES AND GUIDES THEIR USE. "WALKABILITY" IS A KEY GOAL, AND SPATIAL PLANNING AND PLANT CHARACTER SUPPORT A SAFE AND INVITING PEDESTRIAN EXPERIENCE. CANOPY TREES WILL BE USED EXTENSIVELY. PALM ACCENTS WILL PROVIDE HEIGHT AND SCALE, AND FLOWERING TREES WILL PRONOUNCE THE SEASONS. "BOTANICAL ACCENTS" WILL BE PLACED IN PLAZAS, NODES, AND VISIBLE LOCATIONS. THESE ACCENTS ARE THOSE UNUSUAL AND OFTEN SCULPTURAL PLANTS THAT ARE FOUND THROUGHOUT SOUTHERN CALIFORNIA AND COASTAL SAN DIEGO IN PARTICULAR. THE OUTDOOR SPACES WILL BE THE COMMUNITY'S LIVING ROOMS AND PLACES OF VARIOUS SCALES FOR DIFFERENT EVENTS, SOCIAL ENCOUNTERS AND LIFE EXPERIENCES. STREET FURNISHINGS AND HARDSCAPE WILL REINFORCE THE DIFFERENT QUALITIES OF EACH STREETSCAPE, PASEO, PLAZA AND PATIO AND SUPPORT THE ACTIVITIES IN EACH. PAVING WILL INCLUDE VARIOUS CONCRETE FINISHES AND UNIT PAVERS, AND STONE MAY BE USED AS ACCENTS IN KEY AREAS. THE INCREMENTAL NATURE OF PROJECT DEVELOPMENT AND GUIDED FLEXIBILITY IN LANDSCAPE DESIGN AND PLANT MATERIAL SELECTION WILL BUILD A RICH FABRIC OF ARCHITECTURE AND LANDSCAPE THAT SERVE AS CARMEL VALLEY'S MAIN STREET FOR YEARS TO COME.

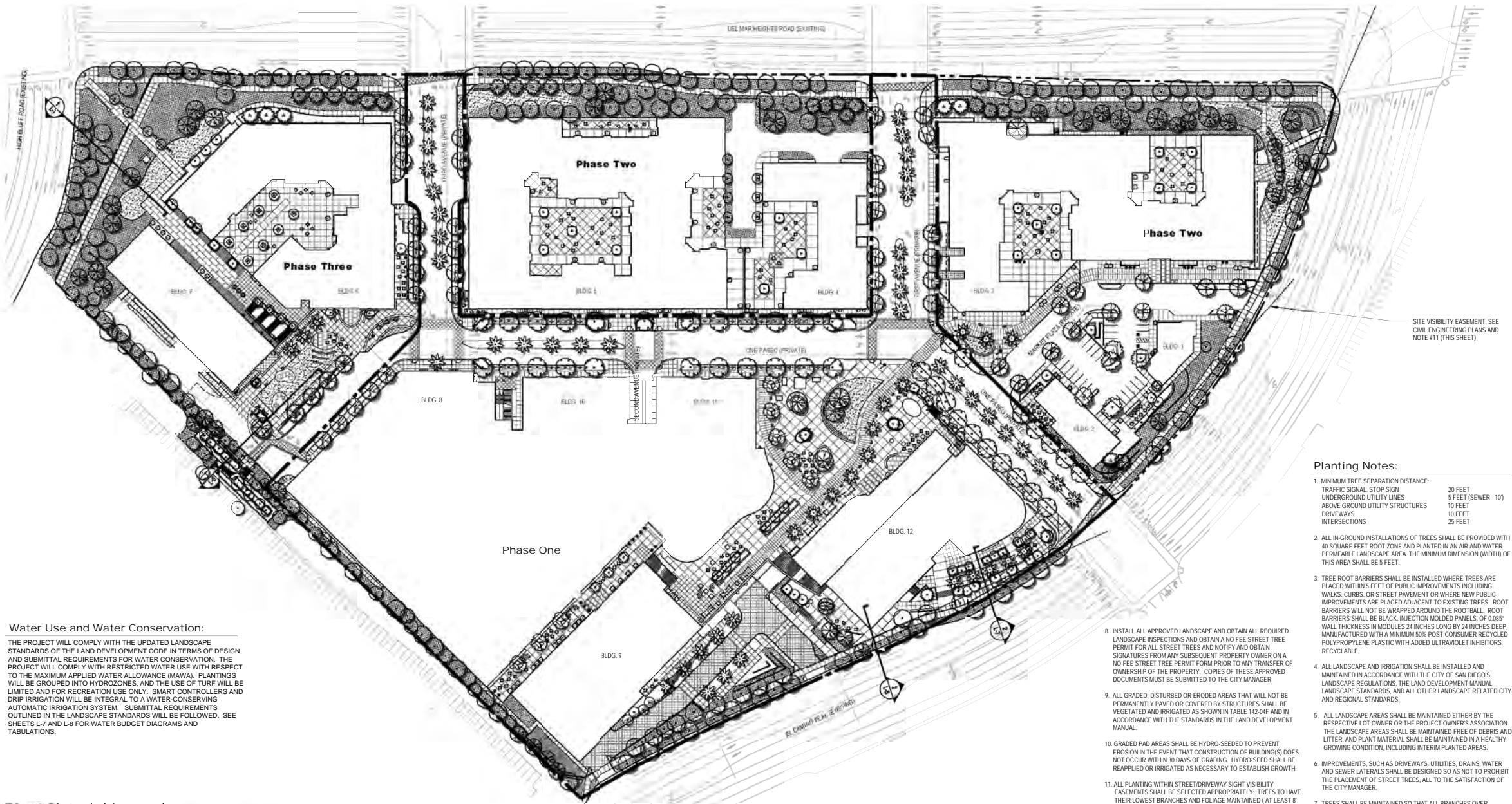
Source: Nowell & Associates (2011)

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Conceptual Landscape Plan

ONE PASEO

Figure 3-3a



Water Use and Water Conservation:
THE PROJECT WILL COMPLY WITH THE UPDATED LANDSCAPE STANDARDS OF THE LAND DEVELOPMENT CODE IN TERMS OF DESIGN AND SUBMITTAL REQUIREMENTS FOR WATER CONSERVATION. THE PROJECT WILL COMPLY WITH RESTRICTED WATER USE WITH RESPECT TO THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA). PLANTINGS WILL BE GROUPED INTO HYDROZONES, AND THE USE OF TURF WILL BE LIMITED AND FOR RECREATION USE ONLY. SMART CONTROLLERS AND DRIP IRRIGATION WILL BE INTEGRAL TO A WATER-CONSERVING AUTOMATIC IRRIGATION SYSTEM. SUBMITTAL REQUIREMENTS OUTLINED IN THE LANDSCAPE STANDARDS WILL BE FOLLOWED. SEE SHEETS L-7 AND L-8 FOR WATER BUDGET DIAGRAMS AND TABULATIONS.

Plant Material Legend

- Entrance Accents - To define places and facilitate wayfinding, 36" box, such as:**
 - ALOE BIVONDI / TREE ALOE
 - BUTIA CAPITATA / PINO PALM
 - DRACENA DRACO / DRAGON TREE
 - ERYTHRINA CORALLOIDES / NAKED CORAL TREE
- Flowering Entry Accent Trees - 36" box, such as:**
 - LAGERSTROEMIA X FAURIEI / CRAPE MYRTLE
 - LANTANA IMPETIGINOSA / PINK TRUMPET TREE
 - VIBURNUM FOREST PANSY / PURPLE-LEAF REDBUD
 - SPATHODEA CAMPANULATA / AFRICAN TULIP TREE
- Internal Streets - (1st Ave., 3rd Ave., and Market Street) Canopy Trees in 5' min. parkways, 36" box, such as:**
 - ARBORETUS MARINA / MARINA MADRONE
 - ULMUS PARVIFOLIA / CHINESE EVERGREEN ELM
 - PISTACHIA CHINENSIS / PISTACHE
 - ACACIA MIMOSIFOLIA / JACARANDA
- Internal Street & Plaza Accents - medians & vertical accents, such as:**
 - 24" 18" - PHOENIX DACTYLIFERA MEDJOO / MEDJOO DATE PALM
 - 24" 18" - WASHINGTONIA ROBUSTA / MEXICAN FAN PALM
- Market Parking Canopy Trees - 36" box, such as:**
 - ULMUS PARVIFOLIA / CHINESE EVERGREEN ELM
 - KOELREUTERIA BIPINNATA / CHINESE FLAME TREE

- Main Street Identity Trees - Canopy trees in 5' x 8' tree grates, 36" box, such as:**
 - LAGERSTROEMIA X FAURIEI / JAPANESE CRAPE MYRTLE
 - PYRUS CALLERYANA / ARISTOCRAT PEAR
 - MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA
- Pedestrian Pathway - Reminiscent of old narrow streets, 24" box, such as:**
 - ERYTHRINA CORALLOIDES / NAKED CORAL TREE
 - 36" 18" - ARBORETUS MARINA / MARINA MADRONE
 - PALM:
 - 18" 18" - BUTIA CAPITATA / PINO PALM
 - 24" 18" - PHOENIX DACTYLIFERA MEDJOO / DATE PALM
 - 48" 18" - ROYSTONIA REGIA / ROYAL PALM
- Internal Accent Trees, 50% 36" & 50% 48" box such as:**
 - ERYTHRINA CORALLOIDES / NAKED CORAL TREE
 - BRAHEA ARMATA / MEXICAN BLUE PALM
 - ELAEAGARUS DECIPENS / JAPANESE BLUEBERRY TREE
 - LAGERSTROEMIA X FAURIEI / CRAPE MYRTLE
 - CERCIS FOREST PANSY / PURPLE-LEAF REDBUD
 - DALBERGIA SISSOO / INDIAN ROSEWOOD
 - SPATHODEA CAMPANULATA / AFRICAN TULIP TREE
- Internal Street Trees - informally spaced, 70% 36" box and 30% 24" box, such as:**
 - ARBORETUS MARINA / MARINA MADRONE
 - KOELREUTERIA BIPINNATA / CHINESE FLAME TREE
 - PISTACHIA CHINENSIS / CHINESE PISTACHE
 - PLATANUS RACEMOSA / CALIFORNIA SYCAMORE

- Community Accent Trees: Neighborhood identity trees, such as:**
 - 36" BOX - PINUS TORREYANA / TORREY PINE
 - 36" BOX - PLATANUS RACEMOSA / CALIFORNIA SYCAMORE
- Screen & Buffer Trees and Timber Bamboo: Combination of informal street trees and complimentary evergreen trees, 70% 36" box & 30% 24" box, such as:**
 - ARBORETUS MARINA / MARINA MADRONE
 - ULMUS SPP. / GIANT TIMBER BAMBOO (clumping only)
 - DALBERGIA SISSOO / INDIAN ROSEWOOD
 - FELICIA SELLOWIANA / PINEAPPLE GUAVA
- Interim Parking Canopy Tree, 24" Box, such as:**
 - TIPUANIA TIPO / TIPO TREE
 - ULMUS PARVIFOLIA TRUE GREEN / TRUE GREEN CHINESE ELM
- Existing Trees to Remain**
 - SEE EXISTING TREE PLAN FOR IDENTIFICATION
- Pots and rectangular planters:**
 - PLANTINGS IN FREE-STANDING CONTAINERS: QUANTITY, SIZE, AND MATERIAL TO BE DETERMINED.
- Park (Subject to "new" land development standards)**
 - HORE PASPALLUM SOD (WARM SEASON TYPE)

- Perimeter Shrubs - 60% 1 gallon, 30% 5 gallon & 10% groundcover from flats with an average spacing of 42" a.c., such as:**
 - MEDIUM TO TALL SHRUBS:
 - ARBORETUS UNEDO 'COMPACTA' / DWF STRAWBERRY TREE
 - BOUGAINVILLEA SPP. / BOUGAINVILLEA (SHRUB-FORM)
 - CALLISTEMON SPP. / BOTTLEBRUSH
 - RHAPHIOLEPS UMBELLATUM / YEDDO HAWTHORN
 - PHORUM TENAX HYBRIDS / NEW ZEALAND FLAX
 - STRELITZIA REGINAE / BIRD OF PARADISE
 - PITTOSPORUM TENAX HYBRIDS / HYBRID KOHUIRU
- SMALL SHRUBS & LOW ACCENTS:**
 - ABELIA PROSTRATA / DWARF ABELIA
 - CEANOTHUS SPP. / CARMEL CREEPER
 - HEMEROCALLIS SPP. / DAYLILY
 - LANTANA SPP. / LANTANA
 - LOMANDRA LONGIFOLIA / DWARF MAT RUSH
 - SENECIO SPP. / SENECIO
 - TRACHELOSPERMUM SPP. / STAR JASMINE

- Core Area Plantings - 50% 5 gallon, 40% 1 gallon & 10% groundcover flats, average spacing of 36" a.c., such as:**
 - MEDIUM TO TALL SHRUBS:
 - BAMBUSA SPP. / CLUMPING BAMBOO
 - CHONROPETALUM TECTORUM / CAPE RUSH
 - PITTOSPORUM TENAX HYBRIDS / HYBRID KOHUIRU
 - PHORUM TENAX HYBRIDS / NEW ZEALAND FLAX
 - RHAPHIOLEPS UMBELLATUM MINOR / DWARF YEDDO HAWTHORN
 - STRELITZIA REGINAE / BIRD OF PARADISE
- SMALL SHRUBS & ACCENTS:**
 - ACAPANTHUS AFRICANUS STORMCLOUD / LILY-OF-THE-VALLEY
 - ALOE SPP. / ALOES (DWARF SPECIES)
 - EUONYMUS MICROPHYLLA JAPONICA / BOX-LEAF EUONYMUS
 - LIRIOPE SPP. / LILY TURF
 - LOMANDRA LONGIFOLIA / DWARF MAT RUSH
 - ROSA SPP. / SHRUB-GROUND COVER ROSE
 - DIETES SPP. / FORTNIGHT LILY
 - TRACHELOSPERMUM SPP. / STAR JASMINE
- VINES:**
 - DISTICTIS SPP. / TRUMPET VINE (TWINING)
 - PARENTHOCCISSUS TRICUSPIDATA / BOSTON IVY (CLIMBING)

Planting Notes:

- MINIMUM TREE SEPARATION DISTANCE:
 - TRAFFIC SIGNAL STOP SIGN 20 FEET
 - UNDERGROUND UTILITY LINES 5 FEET (SEWER - 10')
 - ABOVE GROUND UTILITY STRUCTURES 10 FEET
 - DRIVEWAYS 10 FEET
 - INTERSECTIONS 25 FEET
- ALL IN-GROUND INSTALLATIONS OF TREES SHALL BE PROVIDED WITH 40 SQUARE FEET ROOT ZONE AND PLANTED IN AN AIR AND WATER PERMEABLE LANDSCAPE AREA. THE MINIMUM DIMENSION (WIDTH) OF THIS AREA SHALL BE 5 FEET.
- TREE ROOT BARRIERS SHALL BE INSTALLED WHERE TREES ARE PLACED WITHIN 5 FEET OF PUBLIC IMPROVEMENTS INCLUDING WALKS, CURBS, OR STREET PAVEMENT OR WHERE NEW PUBLIC IMPROVEMENTS ARE PLACED ADJACENT TO EXISTING TREES. ROOT BARRIERS WILL NOT BE WRAPPED AROUND THE ROOTBALL. ROOT BARRIERS SHALL BE BLACK INJECTION MOLDED PANELS, OF 0.08" WALL THICKNESS IN MODULES 24 INCHES LONG BY 24 INCHES DEEP, MANUFACTURED WITH A MINIMUM 50% POST-CONSUMER RECYCLED POLYPROPYLENE PLASTIC WITH ADDED ULTRAVIOLET INHIBITORS, RECYCLABLE.
- ALL LANDSCAPE AND IRRIGATION SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE REGULATIONS, THE LAND DEVELOPMENT MANUAL, LANDSCAPE STANDARDS, AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL STANDARDS.
- ALL LANDSCAPE AREAS SHALL BE MAINTAINED EITHER BY THE RESPECTIVE LOT OWNER OR THE PROJECT OWNER'S ASSOCIATION. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION, INCLUDING INTERIM PLANTED AREAS.
- IMPROVEMENTS, SUCH AS DRIVEWAYS, UTILITIES, DRAINS, WATER AND SEWER LATERALS SHALL BE DESIGNED SO AS NOT TO PROHIBIT THE PLACEMENT OF STREET TREES, ALL TO THE SATISFACTION OF THE CITY MANAGER.
- TREES SHALL BE MAINTAINED SO THAT ALL BRANCHES OVER PEDESTRIAN WALKWAYS ARE 6 FEET ABOVE THE WALKWAY GRADE AND SO ALL BRANCHES OVER VEHICULAR TRAVELWAYS ARE 14 FEET ABOVE THE GRADE OF THE TRAVELWAY.
- STREET CORNER VISIBILITY AREAS SHALL COMPLY WITH CITY STANDARDS.
- NO APPROVED IMPROVEMENTS OR LANDSCAPING, INCLUDING PRIVATE WATER FACILITIES, GRADING AND ENHANCED PAVING, SHALL BE INSTALLED IN OR OVER A WATER EASEMENT PRIOR TO THE APPLICANT OBTAINING AN ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT. NO APPROVED IMPROVEMENTS OR LANDSCAPING, INCLUDING PRIVATE WATER FACILITIES, GRADING AND ENHANCED PAVING, SHALL BE INSTALLED IN OR OVER A WATER EASEMENT PRIOR TO THE APPLICANT OBTAINING AN ENCROACHMENT MAINTENANCE AND REMOVAL AGREEMENT.

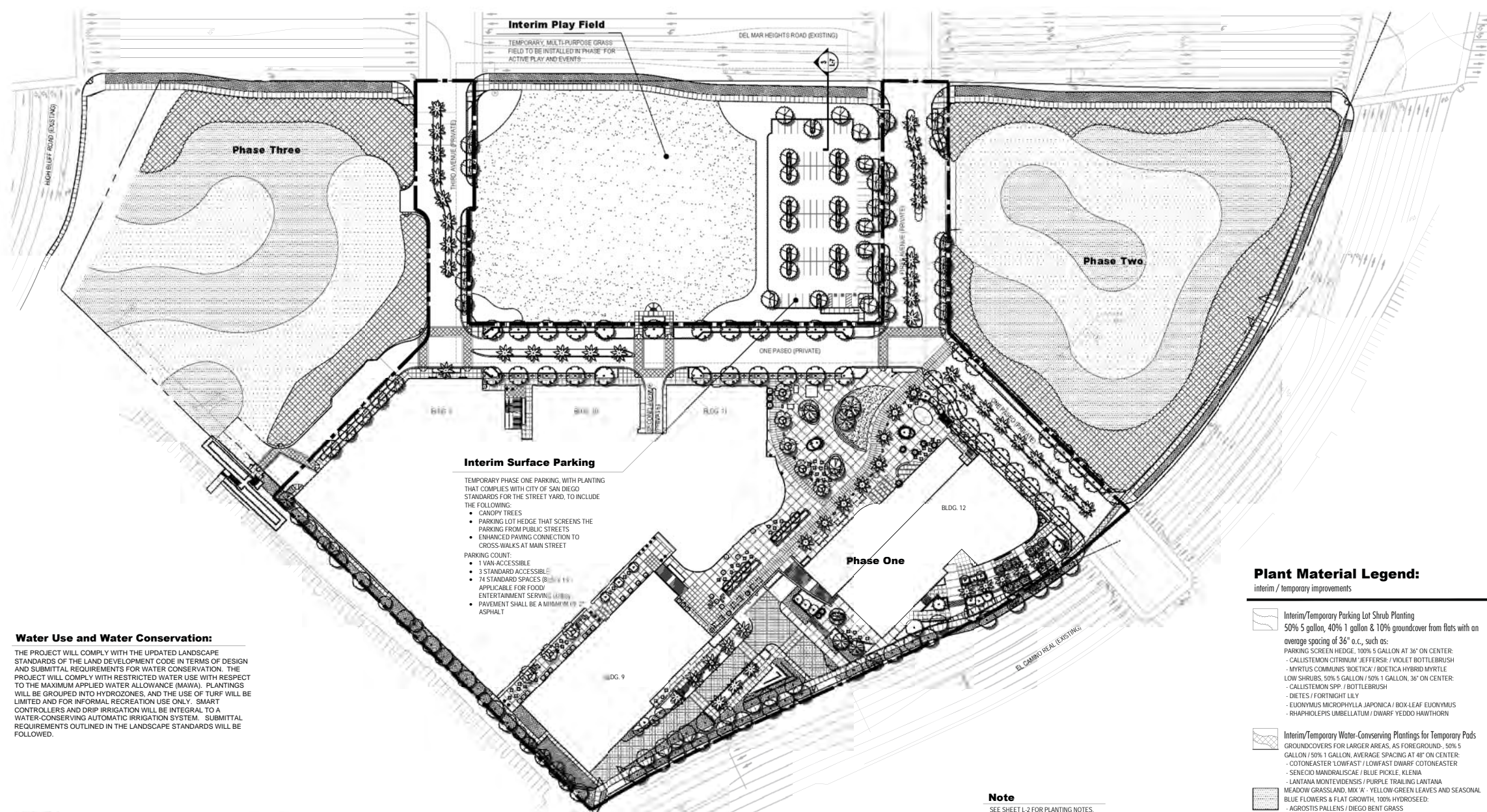
Source: Nowell & Associates (2011)

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Conceptual Landscape Plan

ONE PASEO

Figure 3-3b



Water Use and Water Conservation:

THE PROJECT WILL COMPLY WITH THE UPDATED LANDSCAPE STANDARDS OF THE LAND DEVELOPMENT CODE IN TERMS OF DESIGN AND SUBMITTAL REQUIREMENTS FOR WATER CONSERVATION. THE PROJECT WILL COMPLY WITH RESTRICTED WATER USE WITH RESPECT TO THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA). PLANTINGS WILL BE GROUPED INTO HYDROZONES, AND THE USE OF TURF WILL BE LIMITED AND FOR INFORMAL RECREATION USE ONLY. SMART CONTROLLERS AND DRIP IRRIGATION WILL BE INTEGRAL TO A WATER-CONSERVING AUTOMATIC IRRIGATION SYSTEM. SUBMITTAL REQUIREMENTS OUTLINED IN THE LANDSCAPE STANDARDS WILL BE FOLLOWED.

Plant Material Legend

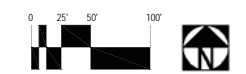
- Botanical Accents** - To define places and facilitate wayfinding, 36" box, such as:
 - ALOE BAINESII / TREE ALOE
 - PLANT. CAPITATA / PINO PALM
 - CRATAEGUS DRACO / DRAGON TREE
 - ERYTHRINA CORALLOIDES / NAKED CORAL TREE
- Flowering Entry Accent Trees** - 36" box, such as:
 - LAGERSTROEMIA X FAURIEI / JAPANESE CRAPE MYRTLE
 - FAURIEA IMPETIGROSA / PINK TRUMPET TREE
 - CERCIS FOREST PANSY / PURPLE-LEAF REDBUD
 - SPATHODEA CAMPANULATA / AFRICAN TULIP TREE
- Informal Streets** - (1st Ave., 3rd Ave., and Market Street) Canopy Trees in 5' min. parkways, 36" box, such as:
 - ARABUTUS MARINA / MARINA MADRONE
 - ULMUS PARVIFOLIA / CHINESE EVERGREEN ELM
 - PISTACHIA CHINENSIS / PISTACHE
 - MYRTANDA MINOSIFOLIA / JACARANDA
- Informal Street & Plaza Accents** - medians & vertical accents, such as:
 - ERYTHRINA CORALLOIDES / NAKED CORAL TREE
 - PHOENIX DACTYLIFERA 'MEDJOL' / DATE PALM
 - WASHINGTONIA ROBUSTA / MEXICAN FAN PALM
- Market Parking Canopy Trees** - 36" box, such as:
 - ULMUS PARVIFOLIA / CHINESE EVERGREEN ELM
 - NOELREUTERIA BIPINNATA / CHINESE FLAME TREE

- Main Street Identity Trees** - Canopy trees in 5' x 8' tree groves, 36" box, such as:
 - LAGERSTROEMIA X FAURIEI / JAPANESE CRAPE MYRTLE
 - PIRUS CALLERYANA ARISTOCRAT / ARISTOCRAT PEAR
 - MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA
- Pathway Pathway** - Reminiscent of old narrow streets, planted with accents, such as:
 - EREBUS TREES:
 - 36" BOX - ERYTHRINA CORALLOIDES / NAKED CORAL TREE
 - 36" BOX - ARABUTUS MARINA / MARINA MADRONE
 - PALMS:
 - 45" BTH - EUTIA CAPITATA / PINO PALM
 - 30" BTH - PHOENIX DACTYLIFERA 'MEDJOL' / DATE PALM
 - 40" BOX - ROYSTONIA REGIA / ROYAL PALM
- Informal Accent Trees**, 50% 36" & 50% 48" box such as:
 - ERYTHRINA CRISTA GALLI / COCKSPUR CORAL TREE
 - BRAHEA ARMATA / MEXICAN BLUE PALM
 - ELAEOCARPUS DECIPENS / JAPANESE BLUEBERRY TREE
 - LAGERSTROEMIA X FAURIEI / CRAPE MYRTLE
 - CERCIS FOREST PANSY / PURPLE-LEAF REDBUD
 - DALBERGIA SISSOO / INDIAN ROSEWOOD
 - SPATHODEA CAMPANULATA / AFRICAN TULIP TREE
- Informal Street Trees** - informally spaced, 70% 36" box and 30% 24" box, such as:
 - ARABUTUS MARINA / MARINA MADRONE
 - NOELREUTERIA BIPINNATA / CHINESE FLAME TREE
 - PISTACHIA CHINENSIS / CHINESE PISTACHE
 - PLATANUS RACEMOSA / CALIFORNIA SYCAMORE

- Community Accent Trees** - Neighborhood identity trees, such as:
 - 36" BOX - PINUS TORREYANA / TORREY PINE
 - 36" BOX - PLATANUS RACEMOSA / CALIFORNIA SYCAMORE
- Screen & Buffer Trees and Timber Bamboo** - Combination of informal street trees and complementary evergreen trees, 70% 36" box & 30% 24" box, such as:
 - ARABUTUS MARINA / MARINA MADRONE
 - BAMBUSA SPP. / GIANT TIMBER BAMBOO (clumping only)
 - DALBERGIA SISSOO / INDIAN ROSEWOOD
 - FEUJOA SELLOWIANA / PINEAPPLE GUAVA
- Interim Parking Canopy Tree**, 24" Box, such as:
 - TIPIANA TIPU / TIPU TREE
 - ULMUS PARVIFOLIA 'TRUE GREEN' / TRUE GREEN CHINESE ELM
- Existing Trees to Remain**
 - SEE EXISTING TREE PLAN FOR IDENTIFICATION
- Plants and rectangular planters**
 - ACCENT PLANTINGS IN FREE-STANDING CONTAINERS: QUANTITY, SIZE, AND MATERIAL TO BE DETERMINED.
- Turf** (Subject to "new" land development standards)
 - EASHORE PASPALUM SOD (WARM SEASON TYPE)

- Winter Shrubs** - 60% 1 gallon, 30% 5 gallon & 10% groundcover from flats with an average spacing of 42" such as:
 - MEDIUM TO TALL SHRUBS:
 - ARBUSUS UNEDO 'COMPACTA' / DWF STRAWBERRY TREE
 - BOUGAINVILLEA SPP. / BOUGAINVILLEA (SHRUB-FORM)
 - CALLISTEMON SPP. / BOTTLEBRUSH
 - RHAPHIOLEPS UMBELLATUM / YEDDO HAWTHORN
 - PHORMIUM TENAX / NEW ZEALAND FLAX
 - PITTOSPORIUM TENIFOLIUM HYBRIDS / HYBRID KOHUU
 - SMALL SHRUBS & LOW ACCENTS:
 - ABELIA PROSTRATA / DWARF ABELIA
 - CEANOETHUS SPP. / CARAMEL CREEPER
 - HEMEROCALLIS SPP. / DAYLILY
 - LANTANA SPP. / LANTANA
 - LOMANDRA LONGIFOLIA / DWARF MAT RUSH
 - SENECIO SPP. / SENECIO
 - TRACHELOSPERMUM SPP. / STAR JASMINE

- Core Area Plantings** - 50% 5 gallon, 40% 1 gallon & 10% groundcover flats, average spacing of 36" o.c., such as:
 - MEDIUM TO TALL SHRUBS:
 - BAMBUSA SPP. / CLUMPING BAMBOO
 - CHONDRORHIZUM TECTORIUM / CAPE RUSH
 - PITTOSPORIUM TENIFOLIUM HYBRIDS / HYBRID KOHUU
 - PHORMIUM TENAX HYBRIDS / NEW ZEALAND FLAX
 - RHAPHIOLEPS UMBELLATUM MINOR / DWARF YEDDO HAWTHORN
 - STRELITZIA REGINAE / BIRD OF PARADISE
 - SMALL SHRUBS & ACCENTS:
 - AGAPANTHUS AFRICANUS 'STORMCLOUD' / LILY-OF-THE-NILE
 - ALOE SPP. / ALOES (DWARF SPECIES)
 - EUONYMUS MICROPHYLLA JAPONICA / BOX-LEAF EUONYMUS
 - LIROPE SPP. / LILY TURF
 - LOMANDRA LONGIFOLIA / DWARF MAT RUSH
 - ROSA SPP. / SHRUB-GROUNDCOVER ROSE
 - DIETES SPP. / FORTNIGHT LILY
 - TRACHELOSPERMUM SPP. / STAR JASMINE
 - VINES:
 - DISTICTIS SPP. / TRUMPET VINE (TWING)
 - PARTHENOCCISSUS TRICUSPIDATA / BOSTON IVY (CLINGING)



Plant Material Legend:

- Interim/Temporary Parking Lot Shrub Planting**
 - 50% 5 gallon, 40% 1 gallon & 10% groundcover from flats with an average spacing of 36" o.c., such as:
 - PARKING SCREEN HEDGE, 100% 5 GALLON AT 36" ON CENTER:
 - CALLISTEMON CITRINUM 'JEFFERSII' / VIOLET BOTTLEBRUSH
 - MYRTUS COMMUNIS 'BOETICA' / BOETICA HYBRID MYRTLE
 - LOW SHRUBS, 50% 5 GALLON / 50% 1 GALLON, 36" ON CENTER:
 - CALLISTEMON SPP. / BOTTLEBRUSH
 - DIETES / FORTNIGHT LILY
 - EUONYMUS MICROPHYLLA JAPONICA / BOX-LEAF EUONYMUS
 - RHAPHIOLEPS UMBELLATUM / DWARF YEDDO HAWTHORN
- Interim/Temporary Water-Conserving Plantings for Temporary Pads**
 - GROUNDCOVERS FOR LARGER AREAS, AS FOREGROUND - 50% 5 GALLON / 50% 1 GALLON, AVERAGE SPACING AT 48" ON CENTER:
 - COTONEASTER LOWFAST / LOWFAST DWARF COTONEASTER
 - SENECIO MANDRALISCAE / BLUE PICKLE KLENA
 - LANTANA MONTEVIDENSIS / PURPLE TRAILING LANTANA
 - MEADOW GRASSLAND, MIX 'A' - YELLOW-GREEN LEAVES AND SEASONAL BLUE FLOWERS & FLAT GROWTH, 100% HYDROSEED:
 - AGROSTIS PALLENS / DIEGO BENT GRASS
 - SISYRINCHUM BELLUM / BLUE-EYED GRASS
 - LUPINUS ANHUS 'PIKE DELIGHT' / DWARF SKY LUPINE
 - MEADOW GRASSLAND, MIX 'B' - GRASS GREEN LEAVES, BUTTER-ORANGE FLOWERS & KNEE-HIGH GROWTH, 100% HYDROSEED:
 - DESCHAMPSIA CAESPITOSA / TUFTED HAIRGRASS
 - ESCHSCHOLZIA CAESPITOSA / DWARF CALIFORNIA POPPY

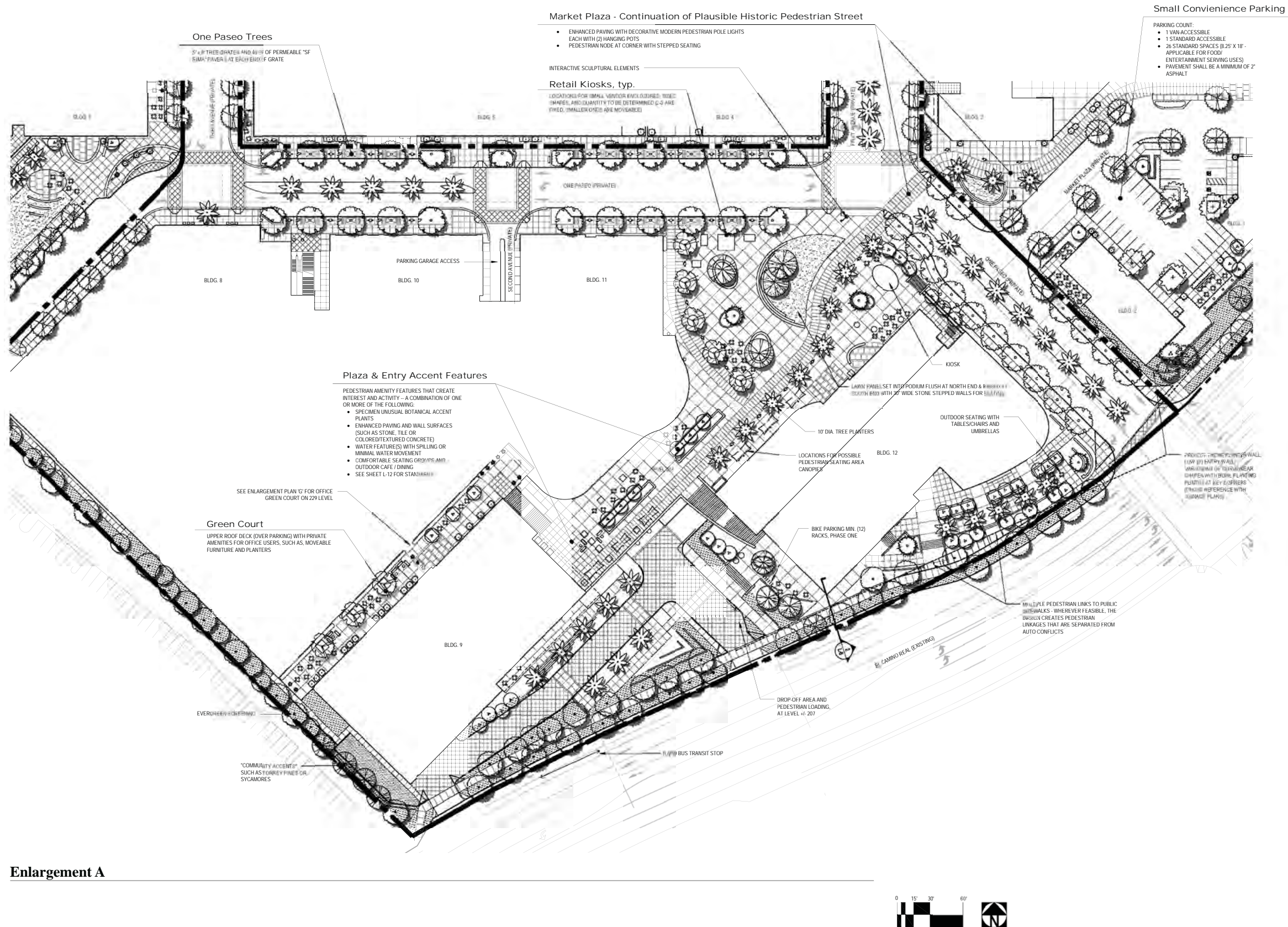
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Conceptual Landscape Plan

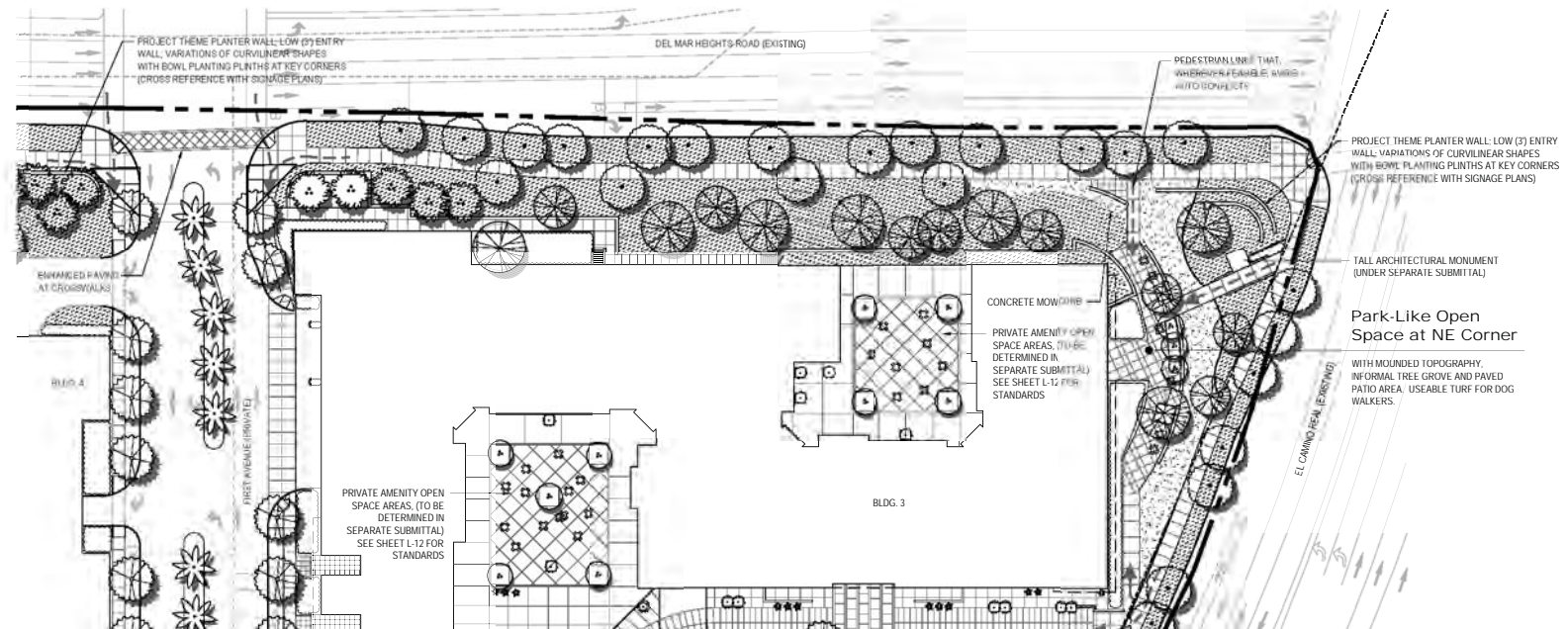
ONE PASEO

Figure 3-3c

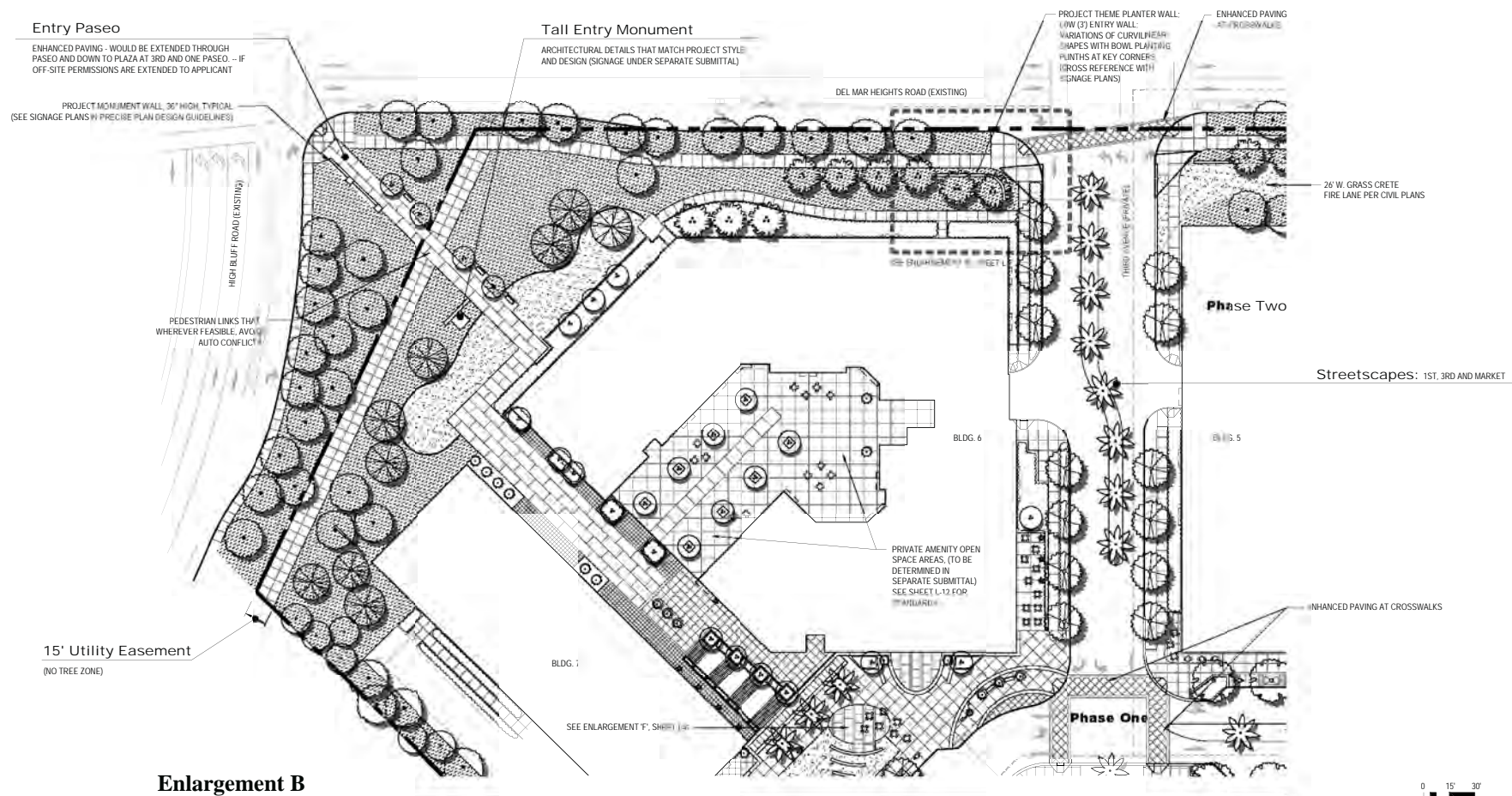


Enlargement A

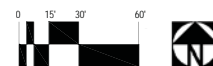
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Enlargement C



Enlargement B



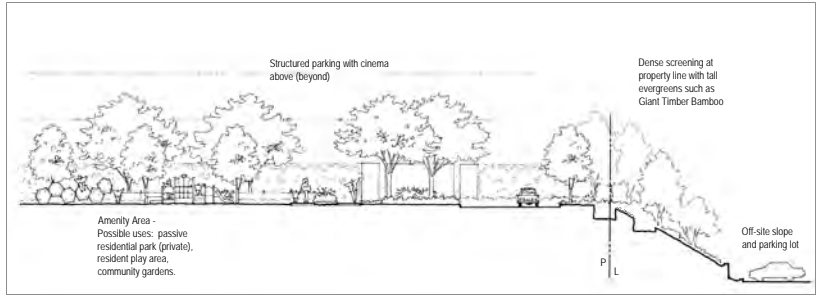
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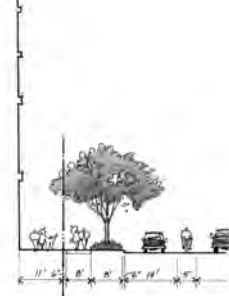
Conceptual Landscape Plan

ONE PASEO

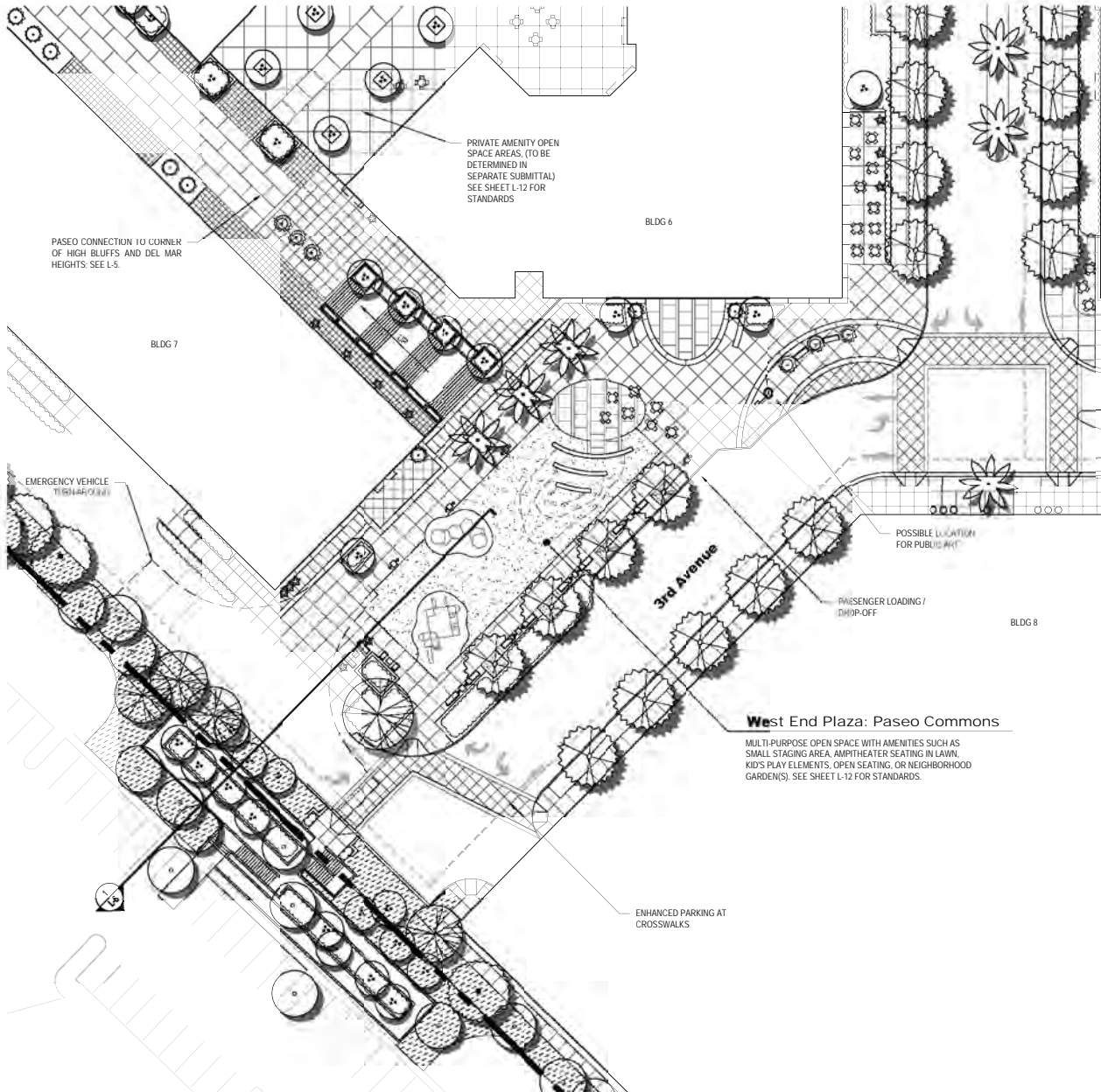
Figure 3-3e



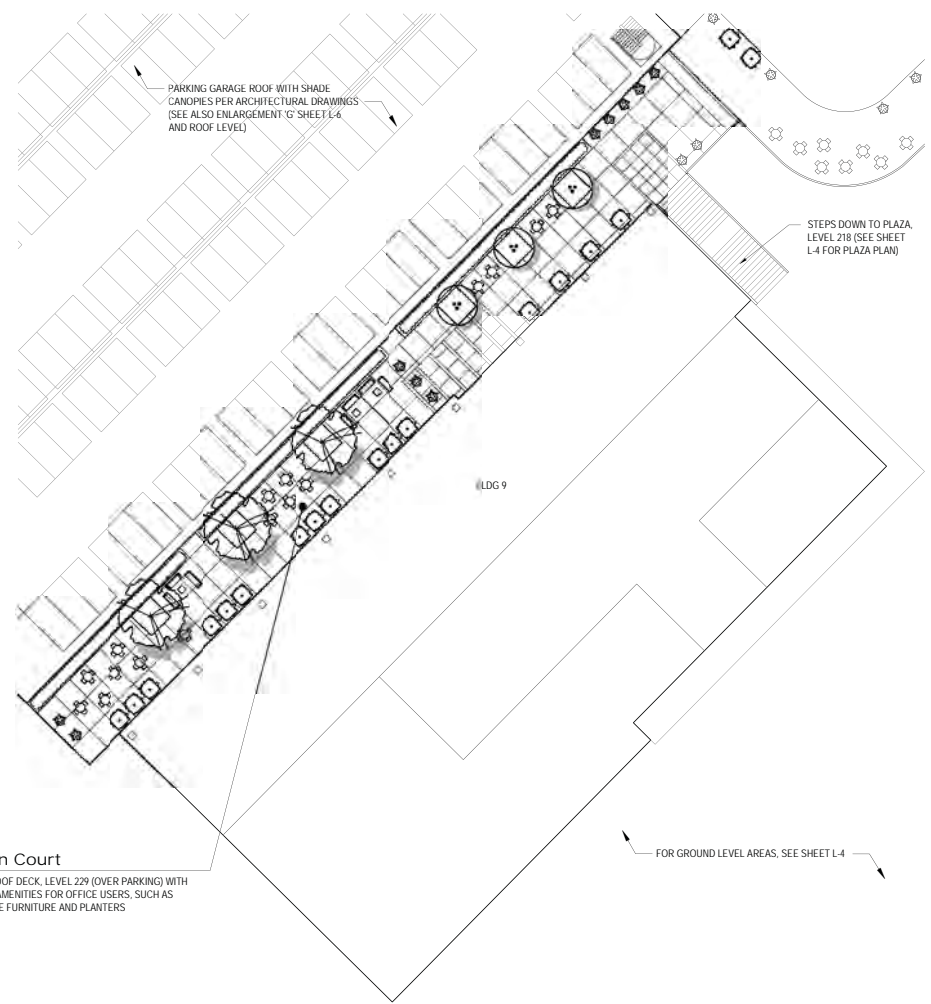
Section 1 - At Connection to Neurocrine



Section 2 - At El Camino Real (Tightest Point)



Enlargement D



Enlargement E - Green Court 229 Level, Rooftop Office Amenity Space

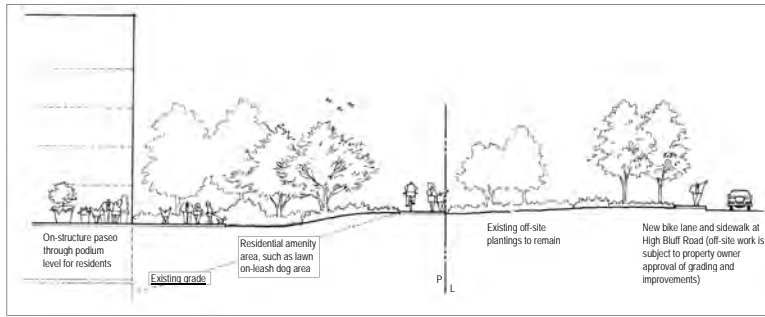
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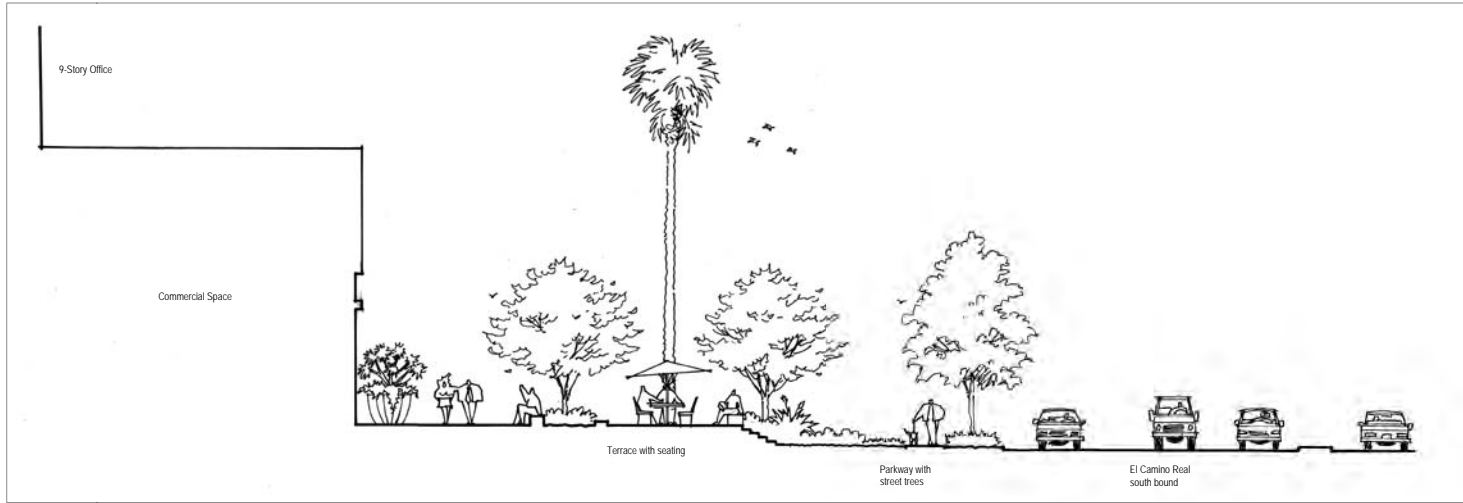
Conceptual Landscape Plan

ONE PASEO

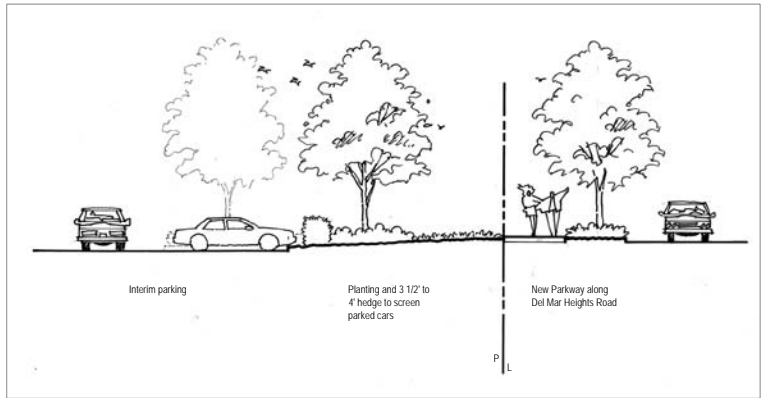
Figure 3-3f



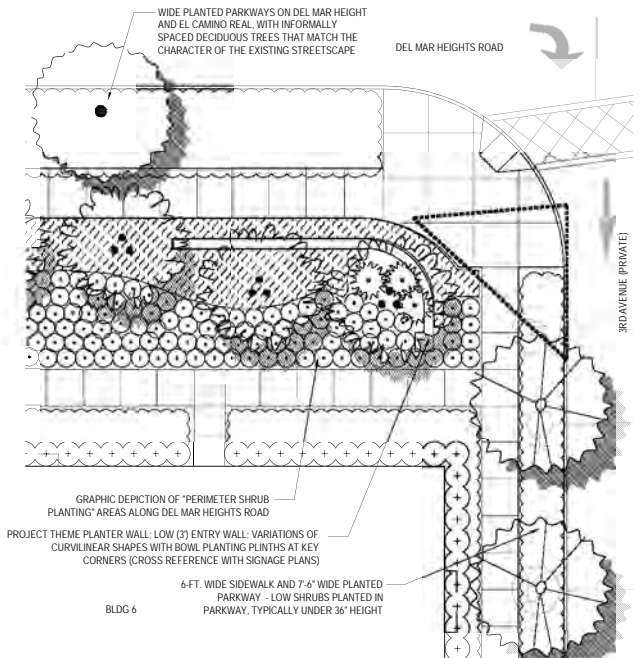
Section 1



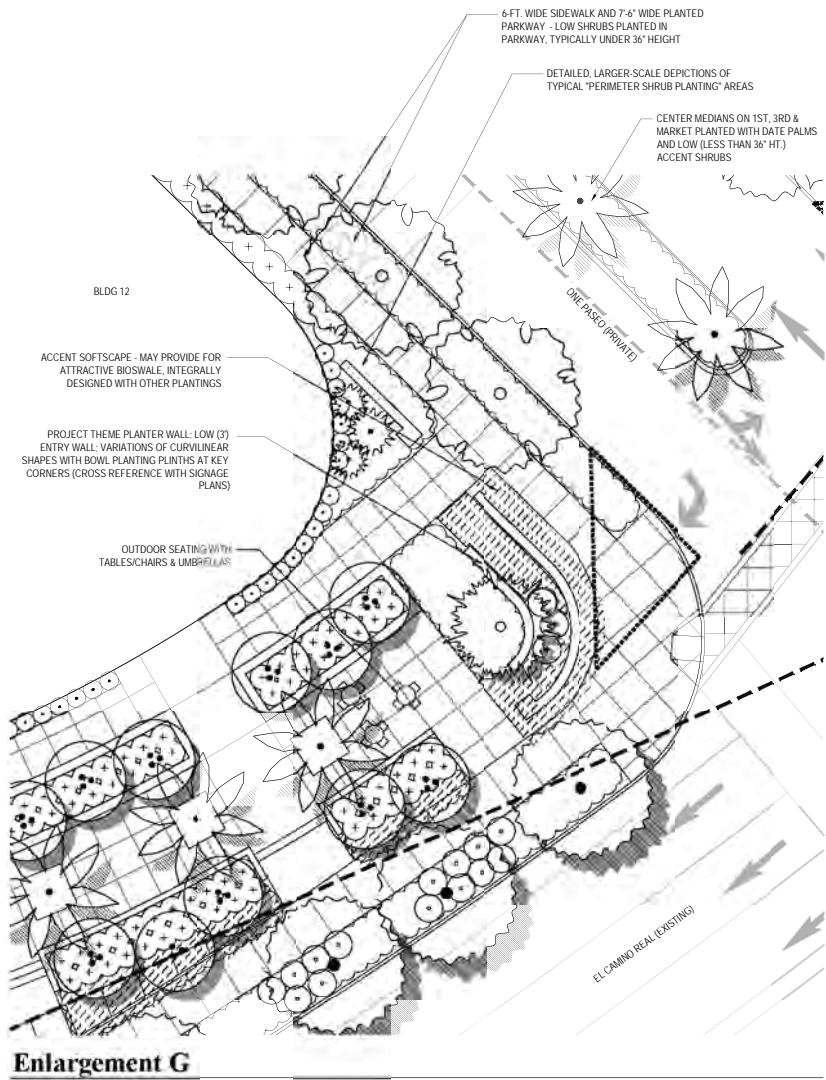
Section 2



Section 3



Enlargement F



Enlargement G

Source: Nowell & Associates (2011)

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Conceptual Landscape Plan

ONE PASEO

Figure 3-3g

combination of shrub and groundcover areas, are proposed to define the pedestrian walkways and patio areas. A large lawn area also would be provided to accommodate outdoor events and active uses.

Blocks A and B

Proposed landscaping within Blocks A and B would include canopy trees along Main Street to provide shade to the ground-floor retail/uses. Shrub and groundcover plantings in planters and pots are proposed to define outdoor dining patios, pedestrian pathways, residential stoops, commercial patio areas, and building entry points. A project gateway is proposed at the northeast corner of the site at the intersection of Del Mar Heights Road and El Camino Real that would include project monuments and signage, pedestrian paths, informally spaced trees, turf, and a patio area (refer to Figure 3-3e).

Block C

Landscape treatments in Block C would include a project gateway at the northwest corner of the site at the Del Mar Heights Road and High Bluff Drive intersection. The gateway would include a pedestrian entry featuring a paseo, project monuments and signage, informally spaced trees, turf, and groundcovers and accent plantings. Seating, shrubs, and groundcovers also would be installed in the plaza at the corner of Main Street and Third Street, the residential courtyards, and along pedestrian pathways to define pedestrian circulation routes, patio areas, and residential stoops.

Site Perimeter

Perimeter landscaping is proposed to define the project boundaries and complement the existing surrounding community. Open branching, deciduous canopy trees interspersed with evergreen canopy trees would be planted informally along the Del Mar Heights Road and El Camino Real frontages, with accent trees at the project entries. Torrey Pines would be planted as accent trees at the corner of High Bluff Drive and Del Mar Heights Road, and along the southern site boundary. In addition, screening trees would line the southern site boundary. Other perimeter landscape treatments would include a combination of shrubs and groundcovers and lawn.

Hardscape Treatments

Proposed hardscape treatments would include concrete or asphalt pavers, enhanced concrete finishes, and natural stone accents. Furnishings would include benches, seat-walls, planters, patio tables, chairs, decorative railings, bollards, tree grates, and trash receptacles. Hardscape treatments and furnishings in each Block could vary, but would maintain a consistent, identifiable theme. Signage would also be provided at the project entries and within the site. All hardscape treatments, including signage, would be chosen for consistency with the surrounding community character, as well as with applicable site design guidelines.

3.2.5 Utilities

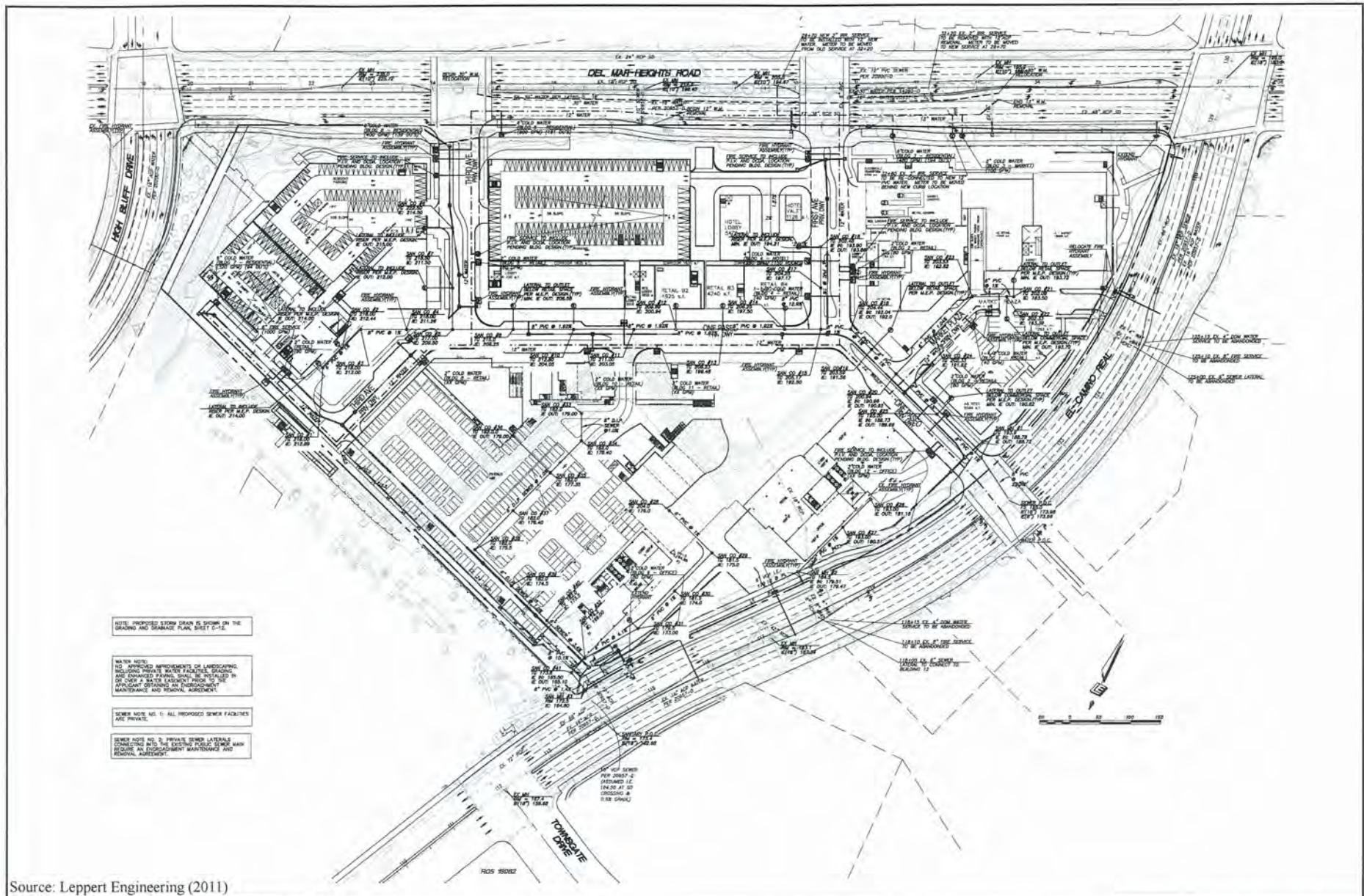
Utility services would be provided through construction of pipelines/extensions from existing utility infrastructure within surrounding roadways (Figure 3-4, *Proposed Utilities*). Water service would be provided to the site by a new on-site 12-inch-diameter loop extending from an existing 16-inch-diameter water main in El Camino Real. An existing 12-inch water main in Del Mar Heights Road would be relocated within the right-of-way. Sewer service would be provided by connecting to the existing El Camino Real trunk sewer, which drains into the Carmel Valley trunk sewer and into Pump Station 65 adjacent to Sorrento Valley Road. Electrical, natural gas, and telecommunications services would be provided by connecting to existing infrastructure within Del Mar Heights Road and El Camino Real.

The project site is served by an existing 66-inch public storm drain system in El Camino Real that was master planned and constructed for ultimate buildout of the entire Precise Plan area. Storm water flows would be collected and treated on-site in proposed storm drain facilities, and then directed to the existing facilities in El Camino Real.

3.2.6 Off-site Improvements

The project proposes the following off-site improvements as part of the project:

- The parcel adjacent to the southeast corner of the High Bluff Drive/Del Mar Heights Road intersection (APN 304-101-01) that contains monument signage and street landscaping would be re-graded and landscaping, a walkway, and signage would be installed to match and transition to on-site elevations and landscape/hardscape treatments;
- A ramp and stairway would be constructed between the project site (Block C) and the adjacent commercial office development to the south;
- Possible temporary grading along the southern property line for the proposed parking garage in Block D;
- Utility realignments and extensions along the project frontage of the Del Mar Heights Road and El Camino Real rights-of-way;
- Installation of traffic signals at the intersections of Third Avenue and First Avenue with Del Mar Heights Road;
- Addition of a fourth leg at the existing intersection of El Camino Real and the Highlands Town Center driveway to provide access to the project site;
- Reconfiguration of the medians within the Del Mar Heights Road and El Camino Real rights-of-way along the project frontage;
- Replacing or relocating street trees which would be affected by project-related roadway improvements with a tree of the same species in a 24-inch container in the same general area as the original trees; and
- Implementation of landscaping and wall treatment identified in Figure 3-5 as a part of the extension of the I-5 northbound right-turn lane on the westbound side of Del Mar Heights Road required by Mitigation Measures 5.2-2 and 10. The walls would be colored and



Source: Leppert Engineering (2011)

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Proposed Utilities

ONE PASEO

Figure 3-4



Existing Trees to be Removed:
(See Proposed Planting Exhibit for new trees to be planted)

1 Italian Stone Pine	24" c.	25'w	X	25't	6 Canary Pine	10" c.	15'w	X	35't	11 Italian Stone Pine	24" c.	25'w	X	30't	16 Italian Stone Pine	24" c.	20'w	X	25't
2 Italian Stone Pine	18" c.	25'w	X	25't	7 Canary Pine	12" c.	15'w	X	35't	12 Italian Stone Pine	22" c.	25'w	X	30't	17 Italian Stone Pine	24" c.	30'w	X	30't
3 Italian Stone Pine	18" c.	25'w	X	25't	8 Canary Pine	12" c.	20'w	X	35't	13 Italian Stone Pine	24" c.	25'w	X	30't	18 California Sycamore	18" c.	20'w	X	35't
4 Canary Pine	12" c.	15'w	X	30't	9 Canary Pine	14" c.	20'w	X	35't	14 Italian Stone Pine	30" c.	25'w	X	30't	19 California Sycamore	10" c.	15'w	X	30't
5 Canary Pine	12" c.	15'w	X	30't	10 Italian Stone Pine	22" c.	25'w	X	30't	15 Italian Stone Pine	26" c.	30'w	X	30't					

Source: Nowell (2014)

Landscape Improvements
Del Mar Heights Road Right-turn Lane to I-5 NB On-ramp
ONE PASEO
Figure 3-5

decoratively textured surface to yield a stone or earthy texture. Evergreen shrubs and climbing vines would be planted in planting pockets at the base of retaining walls. Trees, trailing vines, and vining shrubs would be planted along the top of the walls.

These off-site improvements and their potential environmental effects are analyzed as part of the project in this EIR.

In addition to these project features, it is anticipated that several intersections would be improved to mitigate for projected traffic impacts by adding lanes and/or installing traffic signals (refer to Section 5.2, *Transportation/Circulation/Parking*, for details). Because potential secondary impacts associated with these off-site mitigation areas are discussed in a number of the environmental analyses in this EIR, they are introduced here for the reader's ease of reference. Figure 3-6, *Proposed Traffic Mitigation*, identifies the proposed mitigation locales.

3.2.7 Sustainable Design Features

The proposed project entails construction of a mixed-use development intended to promote sustainability through provision of residential, retail, and office uses within the same development and in close proximity to existing community facilities. On August 27, 2010, the project was registered with the Green Building Certification Institute with a certification goal of LEED® Silver under the LEED® for Neighborhood Development™ rating system. The project number associated with this registration is 1000008984. In January 2011, the project achieved Smart Location and Linkages Prerequisite review approval, the first certification level, from the Green Buildings Certification Institute. LEED®-certified buildings are designed to reduce waste, conserve energy and water, reduce greenhouse gas emissions, and lower operating costs. In addition, the project would incorporate the following sustainable design features:

- Proposed buildings would exceed Title 24 energy standards by a minimum of 20 percent;
- The proposed site design is compact and walkable, and bicycle storage facilities would be available for residents and employees with connectivity to surrounding bike routes;
- The project would include one or more shuttle stops;
- All lighting systems and infrastructure, such as traffic lights, parking meters, and street lamps, would use energy efficient technology such as light-emitting diode (LED) bulbs;
- Proposed buildings would use energy-efficient heating and cooling systems, equipment, and lights, and have sophisticated controls to monitor ongoing energy consumption;
- Electric vehicle charging stations would be included in the parking structures;
- The site would limit the hours of operation of outdoor lighting to conserve energy, while maintaining the level of light required for security and safety;
- The site would feature water-efficient landscaping and irrigation systems;
- All site buildings would employ high-performance “cool roof” materials, and the sidewalks and streets will use “cool” paving materials to reduce building cooling loads; canopy shading along sidewalks and roadways would also contribute to cooling load reduction;

- The proposed office buildings would target reducing their water use by 35 percent compared to standard office buildings by installing water-efficient fixtures in restrooms and kitchens; and
- The site would feature a comprehensive recycling plan with a hazardous waste drop-off point, and several easy-to-access recycling bins.

3.3 PROJECT PHASING AND CONSTRUCTION

3.3.1 Phasing

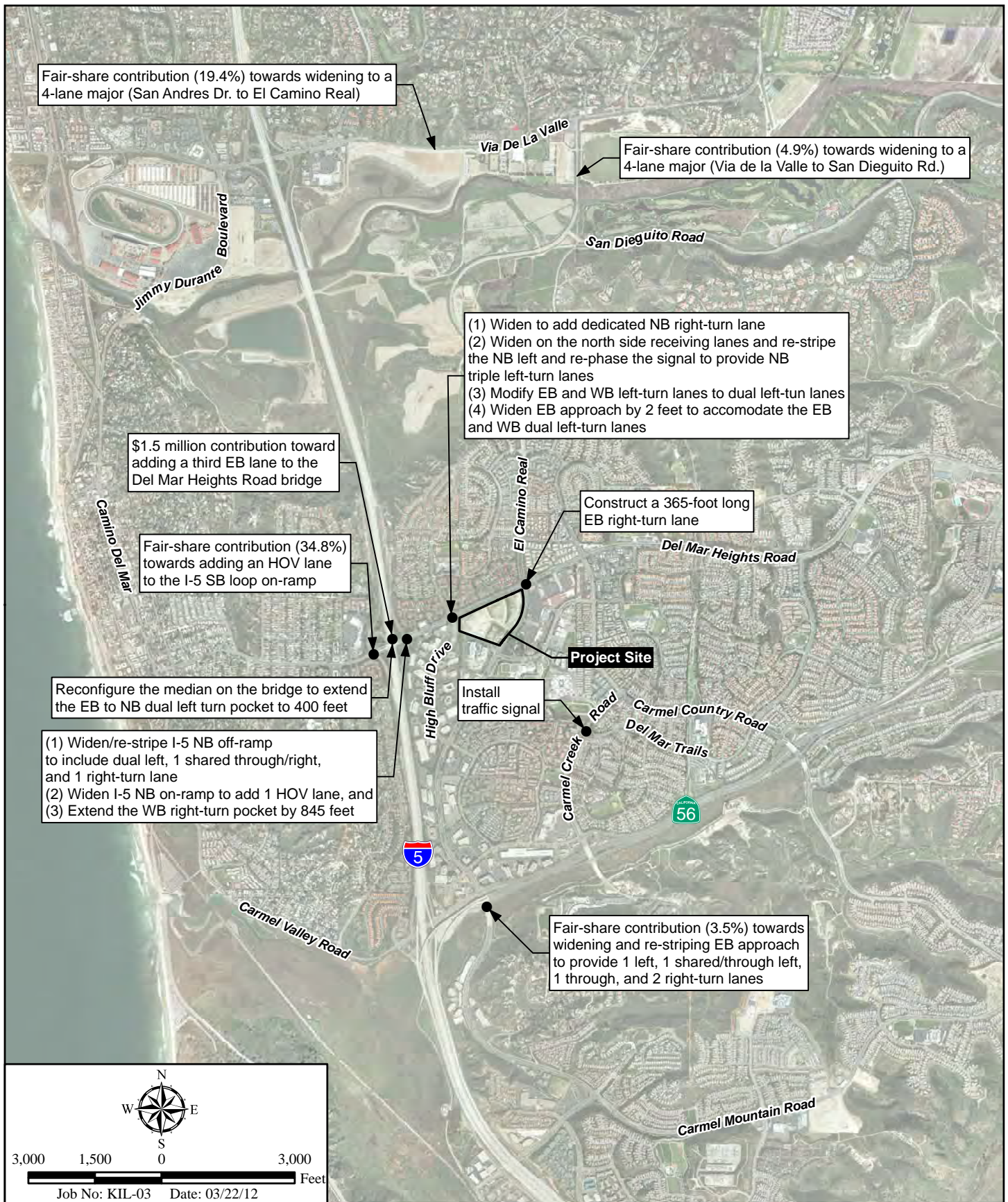
It is anticipated that the proposed project would be developed in three phases, dependent on market conditions. Phase 1 would include development of Blocks D and E, Phase 2 would include development of Block A, and Phase 3 would include development of Blocks B and C, as well as the cinema in Block D. Proposed roadways and parking facilities would be constructed commensurate with buildings to accommodate access and parking demands. This EIR analyzes potential environmental impacts resulting from this anticipated phasing sequence of the proposed project.

The proposed mixed-use project will require that development be phased over a number of years. Project Phase 1 construction is planned to start in ~~2013~~2015, Phase 2 is planned to start in ~~2014~~2016, and Phase 3 or build-out is planned to start in ~~2015~~2017. Market conditions may, however, result in the need to modify the proposed phasing identified in the proposed Precise Plan Amendment or planned construction schedule. Development may proceed in smaller or larger increments other than Blocks A through E (as previously described in this section) or identified phases, provided proposed projects comply with the Transportation Phasing Plan; the Mitigation, Monitoring and Reporting Program (MMRP); and the approved conditions of the Vesting Tentative Map and Site Development Permit. Changes to the anticipated construction sequence analyzed in this EIR, if any, would be reviewed against the conclusions and MMRP in the certified Final EIR for the project.

3.3.2 Grading and Construction

Approximately 23 acres of the 23.6-acre site would be graded (see Figure 3-7, *Grading Plan*). Site grading would require a total of approximately 30,400 cubic yards (cy) of fill and 528,800 cy of cut, resulting in a total net export quantity of approximately 498,400 cy. Anticipated grading by Phase is summarized in Table 3-4, *Estimated Grading Per Phase*.

An export soil disposal site has not been identified; however, the City would ultimately have approval of the export disposal site. It is estimated that up to 2,100 cy of soil could be exported per day. Haul trucks would likely access the site from El Camino Real. The export location would likely be a construction site in need of fill material that would be identified prior to start of project grading. If the export site is not within the immediate community, then the proposed haul route would be I-5 (north or south) by way of Del Mar Heights Road. If an export site is available within the community, a suitable truck/haul route would be proposed for review by the City Engineer. A traffic control plan and haul route plan would be required for review and approval by City staff.

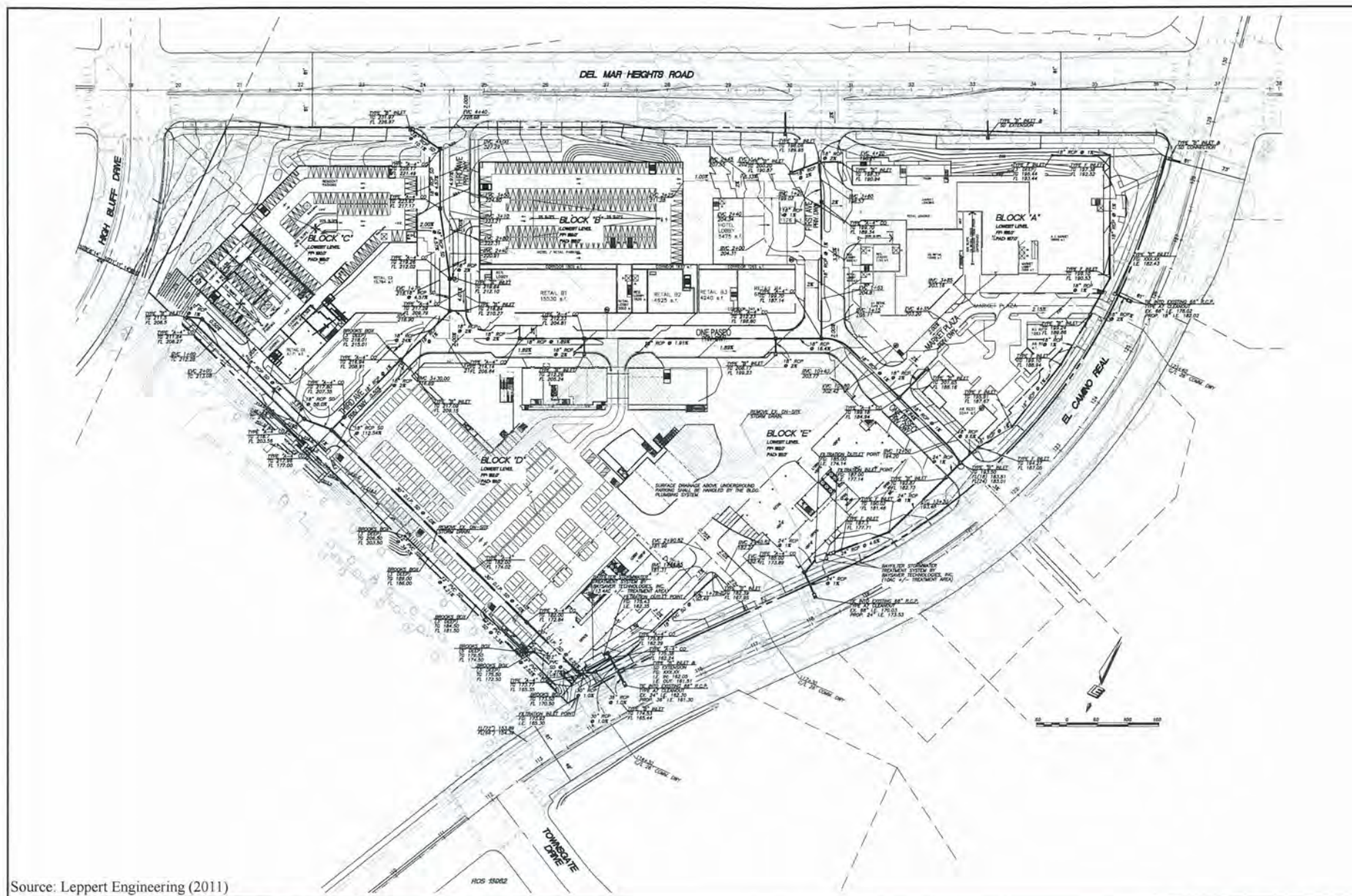


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Proposed Traffic Mitigation

ONE PASEO

Figure 3-6



Source: Leppert Engineering (2011)

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Grading Plan

ONE PASEO

Figure 3-7

**Table 3-4
ESTIMATED GRADING PER PHASE**

Phase	Cut (cy)	Fill (cy)	Export (cy)	Maximum Cut Depth (feet)	Maximum Slope Height (feet)	Estimated Duration (months)
1	252,700	12,900	239,800	35	20	4
2	123,100	4,200	118,900	49	12	2
3	153,000	13,300	139,700	31	14	2
<i>Total</i>	<i>528,800</i>	<i>30,400</i>	<i>498,400</i>	--	--	--

3.4 DISCRETIONARY ACTIONS

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, and state permits and/or approvals which may be needed to construct or implement the proposed project. The anticipated discretionary approvals required to implement the project are identified in Table 3-5, *Discretionary Actions*, and briefly described below.

**Table 3-5
DISCRETIONARY ACTIONS**

Discretionary Approval/Permit	Approving Agency
EIR Certification	City of San Diego
Vesting Tentative Map	City of San Diego
General Plan Amendment	City of San Diego
Community Plan Amendment	City of San Diego
Precise Plan Amendment	City of San Diego
Rezone	City of San Diego
Site Development Permit	City of San Diego
Neighborhood Development Permit	City of San Diego
Conditional Use Permit	City of San Diego
Street Vacation	City of San Diego
Water Supply Assessment and Verification	City of San Diego
Easement Abandonment	City of San Diego
State Highway Encroachment Permit	California Department of Transportation, District 11
National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit Compliance	Regional Water Quality Control Board
NPDES General Construction Activity Permit for Stormwater Discharges Compliance	Regional Water Quality Control Board State Water Resources Control Board
NPDES Groundwater Discharge Permit Compliance (if needed)	Regional Water Quality Control Board State Water Resources Control Board

3.4.1 Vesting Tentative Map

The project would require a VTM to permit the subdivision of land.

3.4.2 General Plan/Land Use Plan Amendments

The project would require plan amendments to the General Plan, Carmel Valley Community Plan, and the Carmel Valley Employment Center Precise Plan, as discussed below.

The project site's current General Plan land use designation is Industrial Employment, which allows for a range of office and industrial uses. The project proposes to change the Industrial Employment General Plan designation to Multiple Use. The Multiple Use designation accommodates the City of Villages strategy of focusing growth into mixed-use activity centers, or villages, connected by transit.

The Community Plan currently designates the proposed site as Employment Center, with which some of the project's proposed uses are not consistent. As such, the project includes a proposed Community Plan Amendment (CPA) to accommodate the mix of uses on the project site. The proposed CPA would revise the project site's Community Plan land use designation to Community Village.

The Plan Implementation portion of the Community Plan establishes a requirement that precise development plans be approved for each development unit prior to proceeding with grading, zone changes, planned development permits, and subdivision maps. While community plans provide guidance, proposals, and concepts for future development, precise plans provide the more detailed design plans. The Carmel Valley Employment Center Precise Plan (Precise Plan) provides guidance for development for approximately 118 acres, including the proposed 23.6-acre project site. The entire 118-acre area is currently designated as Employment Center. Because not all of the proposed project uses (residential and retail) would be consistent with this designation, the project proposes an amendment to the Carmel Valley Employment Center Precise Plan to allow for the proposed mix of uses within the Precise Plan area.

3.4.3 Rezone

The proposed project would require a rezone, as the site's current CVPD-EC zoning designation is intended for industrial-office park use. The project proposes to rezone the site CVPD-MC (Carmel Valley Planned District-Mixed-Use Center). This new zone would be added to the Carmel Valley PDO. The CVPD-MC Zone allows a diversity of uses, including residential, retail, restaurants, hospitality, workplace, and civic activities. The intent of the CVPD-MC Zone is to create a compact, multi-functional mixed-use community village. Use and development regulations of the CVPD-MC Zone are based on the CC-5-5 Zone. The maximum FAR is 2.0. Allowable uses within the proposed zone would be the same as those for the CC-5-5 zone classification (Table 131-05B in Section 131.0552 of the Municipal Code). Other development regulations of the proposed zone include maximum building height and setback requirements. The maximum building height of the proposed CVPD-MC Zone varies between 100 feet, 150 feet, and 199 feet, depending on the location on the project site. The setback requirements of the proposed zone include the following:

- Minimum of 30 feet from Del Mar Heights Road;
- Minimum of 30 feet from El Camino Real (except a maximum of 30 percent of a structure's frontage may vary to a minimum of 10);
- Minimum of 30 feet from High Bluff Drive; and
- Minimum of 15 feet from the western property line.

3.4.4 Site Development Permit

Pursuant to Section 153.0201 of the Carmel Valley PDO, the proposed project requires a development plan approval. A SDP would be processed for the project to fulfill this requirement.

3.4.5 Neighborhood Development Permit

The project would require a Neighborhood Development Permit to allow for tandem parking. Tandem parking is proposed for the office uses.

3.4.6 Conditional Use Permit

The project would require a Conditional Use Permit to allow the proposed cinema.

3.4.7 Street Vacation

On June 5, 1986, the Planning Commission approved Tentative Map 86-0276 as a four-parcel map within the proposed project area. Subsequently, Parcel Map (PM) 15061 was recorded on December 16, 1987. As part of this PM, Del Mar Heights Place was dedicated as a short cul-de-sac street, along with a public sewer and a 12-inch water main. The street was rough graded, but never improved. On January 3, 1990, the Planning Commission approved North City West Development Permit No. 90-0588 to construct a commercial office building on a 1.4-acre parcel (Parcel 1 of PM 15061) in the north central portion of the Project site. The office building was never constructed, and the roadway was never improved; however, the street dedication still exists. This unimproved roadway does not meet the needs of the proposed mixed-use development. Therefore, the project proposes a street vacation to eliminate the Del Mar Heights Place street dedication.

3.4.8 Easement Abandonment

As mentioned above, the project includes a vacation of the unimproved Del Mar Heights Place street dedication. This street dedication, as a part of previous development proposals (that were approved but never constructed) described above, includes an easement for a 12-inch public water main to connect Del Mar Heights Place with an existing 16-inch water main in El Camino Real. This 12-inch water main was never built. Under the current project proposal, implementing a water main at this location would be unnecessary and inappropriate, since the project proposes to develop the land above water main easement with residential and commercial uses. Thus, the project includes a request to abandon the existing Del Mar Heights Place water

easement. The project proposes a new water main alignment within the project's private roadway system to serve the project. The project requests a new water easement be granted at the time final plans are approved.

3.4.9 Other Discretionary Approvals

The applicant would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit for storm water/erosion control, and to ensure compliance with the NPDES Municipal Storm Water Permit. In addition, if groundwater is encountered during construction, an NPDES Dewatering Waste Discharge Permit also would be required. The Regional Water Quality Control Board, Region 9, is responsible for NPDES permitting.